

THE
UNITED STATES
Miller

SEVENTEENTH YEAR, No. 3.

MILWAUKEE, MARCH, 1892.

\$1.00 per Year. 10c. per Copy.

1892.

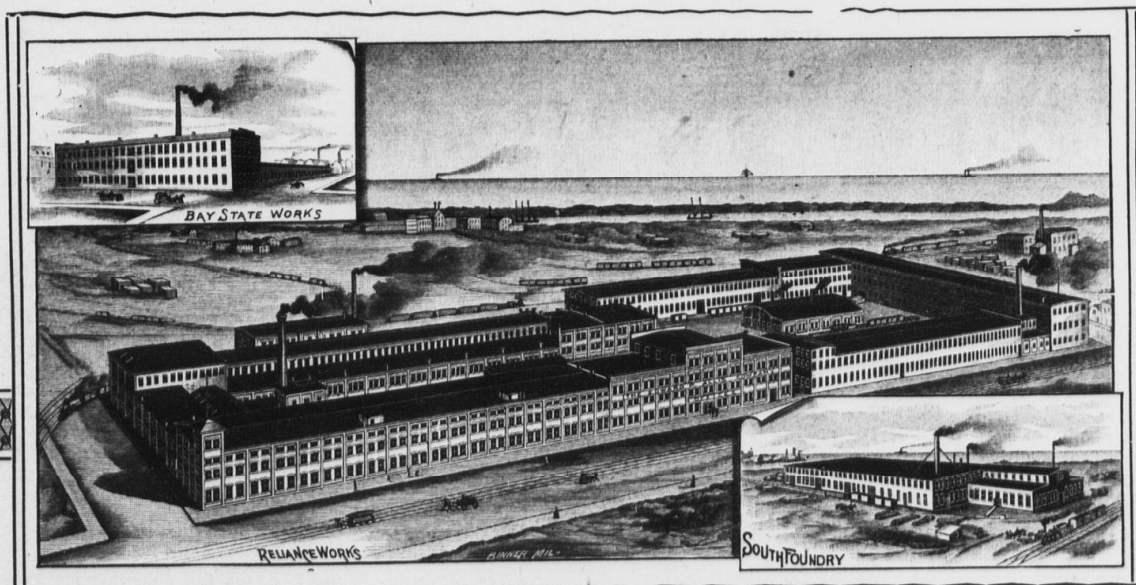
DURING this year, as in the past, we will continue to preserve the high character of the machinery which we have introduced in so many of the

BEST AND LARGEST FLOURING MILLS IN THE COUNTRY.

In a short time we will be prepared to place before millers, some new features in

PURIFIERS, DUST COLLECTORS
AND SIEVE SCALPERS

of which a new catalogue is in progress of publication.



WE will also make a special feature of ROLLER MILLS from 30 to 50 barrels capacity, which will be sold at liberal prices. Catalogue of same is now ready for distribution. Don't delay writing us.

THE EDWARD P. ALLIS COMPANY,

MILL BUILDERS AND MILL FURNISHERS,

RELIANCE WORKS.

MILWAUKEE, WIS.

PLANSIFTER MFG. CO.

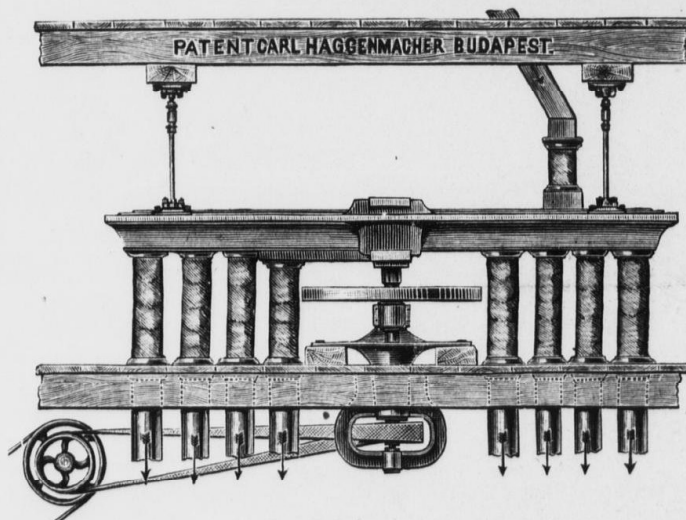
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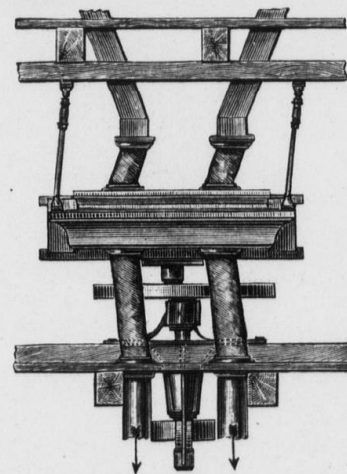
Henry Gachler Manager (Office Berry Block)
Carl Haggemachers (in Budapest Hungary) Patents

We Have The **SOLE RIGHT** To Sell The Plansifter, **CARL HAGGENMACHER'S** Patents,
In the United States and Canada.

1,500
Plansifters
are in use
in
Europe.



Size of the Plansifter, 12 feet long, 4 feet wide.



In Operation
at the
Pillsbury A
Mill in
Minneapolis,
J. B. A. Kern
& Sons'
Mill in
Milwaukee.

ONE SINGLE PLANSIFTER WILL HANDLE:

ONE ENTIRE MIDDINGS REDUCTION OF A MILL OF
1,000 to 1,500 BBLs. CAPACITY, grades the mid-
dlings finishes the flour.

OR FOUR DIFFERENT MIDDINGS REDUCTIONS OF
A MILL OF 200 to 250 BBLs. CAPACITY, (grades
the middlings finishes the flour all at the same time.

ONE SINGLE PLANSIFTER

scalps, grades the middlings and finishes the flour of any of the breaks of a mill of 1,000 to 1,500 bbls. capacity, or, scalps, grades the middlings and finishes the flour of four different breaks of a mill 200 to 300 bbls. capacity, all at the same time.

License sold for 150 Plansifters to the Pillsbury-Washburn Flour Mills Co., Minneapolis

License sold for 100 Plansifters to the Waseburn-Crosby Co., Minneapolis

License sold for 16 Plansifters to the Humboldt Mill Co., Minneapolis

License sold for 20 Plansifters to Messrs. J. B. A. Kern & Sons, Milwaukee.

The Plansifter requires **LITTLE POWER** (about one and one-half hp.) to drive, runs smooth and easy.
The Plansifter requires **LITTLE ROOM**, it does the work of 5 to 10 scalpers or reels.

The Plansifter does **BETTER WORK**, makes sharper pure flour than any other machine in the market.
The **SIEVES** of the Plansifter **KEEP PERFECTLY CLEAN** without the use of brushes.

THE PLANSIFTER DOES THE WHOLE BOLTING PROCESS.

PERFECT SUCCESS ON GERMS, BAKERS' AND LOW GRADE STOCK, either wheat or rye.

See machines at work, it is to your own interest to see them. Apply for circulars, prices and estimates.

THE UNITED STATES Miller

SEVENTEENTH YEAR, No. 3.

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NEW PABST BUILDING.

THERE are few if any more public-spirited citizen in Milwaukee to-day than Capt. Pabst, of the "Pabst Brewing Co." Commencing life as a cabin-boy on a little steamer out of Chicago, he gradually worked his way up until the height of his ambition was seemingly secured—that of master of a first-class passenger steamer—and a more popular one never paced the deck, than was Capt. Fred Pabst, when he sailed Lake Michigan as the master of the little steamer "Comet" between Two Rivers and Chicago. We could write many an interesting little story of those early days, but we spare his blushes, as the Captain is, withal, a modest man, notwithstanding his business energy, always a prominent feature of his character, which has made him a leading figure in not only the general business affairs and progress of the city of his adoption, but as proprietor of a business more widely advertised than any other on this continent. The official revenue figures of the beer production of the country for 1891 have recently been made public, and they show that last year the Pabst Brewing Company of this city sold 790,290 barrels of beer, an amount largely in excess of any other like establishment in the United States. Such results are not brought about except by industry, push and perseverance, and as fortune favored every move made in the direction of increasing a business, over which he had entire control and management, the profits of which would have astonished its founder. The question naturally presented

itself as to a disposition of the his enterprise and interest profits, and we think the in the city's prosperity, long Captain decided wisely when after he has passed the inevitable. The latest improvement place where fortune favored made by the Captain is the ele-

modern construction, fire-proof—so far as a building can be made fire-proof—will contain all modern improvements and conveniences, an honor to the Captain and a credit to Milwaukee and her prosperity.



In the death of Mr. T. A. Chapman, Milwaukee loses one of her most enterprising and public-spirited citizens; a man in every way estimable; generous, kindly and frank; thorough and methodical in business, but ready to lend a helping hand in all worthy enterprises. To an unusual degree he united with the qualities essential to business success, the sympathetic nature and the generous impulses which inspire friendship, and the relations between him and his numerous employes were especially cordial and admirable. Very few persons in the city knew of his illness, and the news of his sudden death was a shock to the whole community. No citizen could have died whose loss will be more generally felt or more sincerely mourned.

THE memorial resolutions on the death of John B. A. Kern, adopted by the Milwaukee millers, have been very handsomely engrossed on separate sheets of very heavy cardboard and bound together in book form. The cover is black morocco, ornamented with heavy silver scrolls. In the center is the word "Kern" in silver scroll-work. The resolutions are signed by Faist, Kraus & Company, C. Manegold jr. & Son, Daisy Roller Mills, B. Stern & Son, and the E. Sanderson Milling Company.

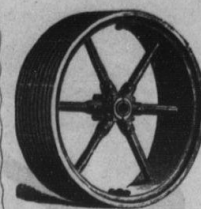
his entrance into business prosperity, and where the many fine structures, finished, in course of construction and contemplated, will stand as monuments in evidence of

giant new block now being erected at the corner of East Water and Wisconsin streets, intended for bank and office buildings. As shown by the illustration, it is of the most

H. W. CALDWELL & SON,

127, 129, 131 and 133 West Washington Street,

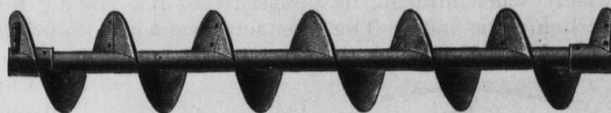
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Conveying, Elevating and Power Transmitting Machinery.

Manilla Rope Transmission Outfits Complete.

Sheaves, Pulleys, etc., up to 120 inches diameter, 60 inches face.



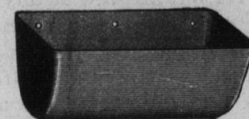
CALDWELL STEEL CONVEYOR.

Clark Automatic Grain Shovels, Link-Belting and Sprocket Wheels.

Elevator Boots, Bolts, Buckets and Spouts, Rubber, Leather and Cotton Belting, Gears (all kinds), Hangers, Shafting, Pillow Blocks, Friction Clutches, Jaw Clutches, Iron Pulleys, Set Collars, Take-up Bores, Turn Head Spouts, Perforated Metal, Wire Cloth, Cogswell Grinding Mills, etc.

LARGE AND COMPLETE STOCK FOR IMMEDIATE SHIPMENT.

Avery Plain and Caldwell-Avery Corrugated Seamless Steel Elevator Buckets.



"South Bend" Wood Split Pulleys, with Iron Hubs and Iron Bushings. Will not slip on shaft. No danger from fire.



Cawker's American Flour Mill and Grain Elevator Directory

FOR 1892-1893

Will contain: 1. A list of Flour Mills in each State, Territory and Province, with names of owners, P. O. and county; in thousands of instances giving their capacity in barrels per day, kind of power used, etc., also indicating such firms as are supposed to be worth \$10,000 and upwards. Total number of mills given, about 18,000.

2. A list of miscellaneous mills, such as Corn, Oatmeal, etc.
3. A list of Millwrights.
4. A list of Grain Elevator Owners and Grain Dealers.

5. A list of well-rated Flour Brokers, Merchants and Bakers in all parts of the United States and Canada, which has been compiled with extraordinary care, capital and credit being considered in the compilation.

6. A list of Foreign flour and grain importers, secured by our own special correspondents and believed to be thoroughly reliable. In short, it is a complete KEY for reaching the Flour and Grain Trade, enabling ANY department of the trade to reach ANY other desired.

The price is invariably **Ten Dollars per Copy**, on receipt of which it will be sent, post paid, to any part of the world. The complete work only is sold. We do not supply lists for single states. These Directories have been issued every two years since 1878, and have been declared indispensable by the prominent mill-furnishers, flour brokers, millers, etc., of this country and Europe. Address,

36 & 37 Loan and Trust Building.

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THE undersigned owns a few of the best manufacturing sites in the city of Milwaukee, adjoining those now occupied by the Milwaukee Car Wheel and Foundry Co. and the magnificent plant of the Fuller-Warren Stove Works, which cover nearly ten acres of ground. Best of railroad facilities. Parties desiring a suitable location should investigate this. Address,

E. HARRISON CAWKER,

36 & 37 LOAN & TRUST BLDG.

MILWAUKEE, WIS.

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Associations.

ANNUAL MEETING.

THE date of the next annual convention of the Millers' National Association has been changed by unanimous vote of the Executive Committee to May 24th and 25th, 1892, instead of June 1st and 2d, as originally decided, owing to the fact that the national political conventions to be held in June would doubtless interfere with the attendance of some members.

UNIFORM BILL OF LADING.

IF persistent "hammering" will accomplish anything, the long-continued efforts of the Millers' National Association, to secure a reform in the American export bill of lading, will in time produce the desired results. The recently adopted uniform export bill of lading shows some marks of the work that has been done in the way of argument and persuasion with the transportation lines, and as a result of the conference held between representatives of the Traffic Associations and the Millers' National Association at New York, March 24th, 1891, the new form reads as a receipt for the goods, instead of merely a memorandum, commencing "Shipped by....etc." The unfair and obnoxious provisions of exemption from liability on the part of the carrier are now divided into two columns, the first showing the provisions governing the service to be performed by inland carriers, and the second, as to transatlantic service, thus enabling the shipper to locate the responsibility for provisions which are objectionable. The exemptions from liability claimed by the inland carriers are somewhat modified, and the form clearly demonstrates that it is the steamship lines which are responsible for the unfair and unbusiness-like character of the document. The bill of lading question is now in tangible

shape, where it can be attacked and handled with some show of success. Through the National Transportation Association, embracing some 25 of the leading commercial exchanges and organizations of the country, an amendment has been presented to Congress to the Interstate Commerce act, which is intended to compel common carriers in the United States, to adopt and use a simple form of receipt for all goods, to be transported subject to common law, all roads to use a uniform bill and classification, under which the published tariff rates shall apply. If this legislation is enacted, it will settle all questions as to the form of bill of lading covering on export shipments to the sea port. The Millers' National Association will endeavor then to secure legislation, which will modify the terms of the steamship lines in accepting shipments. The plan for such legislation is clearly outlined and is perfectly feasible. The Departments of Agriculture and State have been interested in this movement, and will furnish strong support. As a result of an interview held with Secretary Rusk, not long since, at which time he was impressed with the serious damage being done to the American export flour trade by the present form of shipping receipt, and service furnished thereunder, the matter has been taken up with several of our Consuls in Great Britain. The following correspondence upon this subject explains itself:

DEPARTMENT OF AGRICULTURE,
Office of the Secretary,
Washington, D. C., Feb'y 27th, 1892.

Dear Sir:—There have been referred to me by the State Department for my information, despatches Nos. 75 and 90 from the U. S. Consul at Glasgow, reporting upon injury done to our export flour trade by reason of the "unjust and inequitable bills of lading" given by the transportation companies. After a careful perusal of the despatches in question and of the exhibits accompanying them, it seems evident that the condition of things affecting this trade, as represented by U. S.

Consul Brown, is a serious one, and one which specially interests the millers of the United States. I have therefore caused a brief resume of the case to be prepared from Mr. Brown's despatches, and have the honor to inclose the same to you herewith, for such action as your Association may deem proper. The despatches in question have, in accordance with the request of the Secretary of State, been returned to that Department where they are now on file.

I have the honor to remain,

Yours Very respectfully

(Signed) J. M. RUSK,

Secretary.

Resume of a Report from the U. S. Consul at Glasgow, Scotland, Mr. L. W. Brown, on the Unsatisfactory Conditions attending our Flour Export Trade with Great Britain, owing to the unreasonable conditions of the Bills of Lading required by the Transportation Companies.

Complaints made to our Consul by flour dealers, represent grave losses to the consignees in Great Britain, arising from three principal causes, namely: shortage in quantity, extraordinary delay in shipment, in delivery of goods, and the delivery of goods in a damaged condition. It seems the British law maintains the conditions of the bills of lading, giving them a literal construction, which Mr. Brown alleges would not be recognized in this country. This is perhaps partly due to the fact that the bill of lading was given and accepted in a foreign country; but, however that may be, there seems to be no relief against the three causes of loss enumerated. Several protests against the character of the bills of lading upon which flour is shipped, have reached Mr. Brown from members of the Glasgow Corn Exchange and others, and he reports that the serious losses which have in many cases resulted to the consignee, must inevitably tend to divert this trade from the United States, as similar trouble is not found in regard to flour shipments from other countries. Mr. Brown contends that the evil is so serious, and likely to entail such evil consequences upon the American flour trade, as to demand that this government take urgent means to remove it through congressional legislation, if necessary.

He accompanies his report with numerous instances of severe losses on shipments of flour, for which the consignees have had no recourse against the transportation companies; amongst others a shortage in weight on 27 sacks of flour of 1372 pounds. As regards delay, he cites a number of cases where the time occupied in the transportation of flour from Minneapolis, Milwaukee and Kansas City, has exceeded 100 days, in many cases exceeding over four months, and a few occupying over 200 days. He incloses a memorandum of 11 shipments of flour to one firm aggregating in value over \$24,000, none of which had arrived at destination, Glasgow, on the 4th of February, 1891, although all of them had been shipped on or before the 20th of No-

vember, 1890, most of them in the early part of the month, and one of them November, 30th, 1889, and all of them paid for. The fact is that one of the serious grievances occasioned by delay in the delivery of the goods is, that payment for the flour being usually made on a 60 days' draft from date of bill of lading, it has almost always to be paid for before delivery. As an instance of the impossibility of obtaining justice in case of damage, he cites the loss of 10,000 bags of flour, shipped from Newport News to London on a vessel carrying a mixed cargo of flour and cattle, etc., where the escape of water from the cattle tanks, through carelessness, into the hold of the vessel, damaged the flour so severely, that a portion of it had to be dug out with crowbars and pickaxes. The damage was found to have occurred the day after the vessel sailed, and the steamer having put about, returned to New York where the cattle tanks were refilled. For the loss of this damaged flour, estimated at between £3,000 and £4,000 sterling, the steamship company claim that they are not responsible as the bill of lading absolves them from all liability. Instances such as these, lead to the conclusion that the flour imports into the United Kingdom will be curtailed, unless some relief is obtained from this condition of affairs, and undoubtedly seek new sources of supply, where they will not be saddled with enormous losses through the unfair American bill of lading.

The complaints present numerous data showing the prevalence of the abuses forming the ground of their complaint, only a few of which are referred to here.

Go South Via The Monon Route.

The equipment of this line is not surpassed by any other. Its road-bed and bridges have been thoroughly rebuilt, thus assuring passengers speed, safety and comfort. Four fast trains leave Chicago daily, making close connection at Louisville and Cincinnati with the L. & N. R. R., and Queen & Crescent Route for Jacksonville, New Orleans and the winter resorts of the South.

The day trains are made up of day coaches, parlor and dining cars, vestibuled from end to end.

The night trains consist of Pullman's perfected vestibuled coaches, sleepers and compartment cars, with an extra sleeper for Indianapolis passengers, lighted by electricity, and heated by steam.

In addition to the usual Pullman Sleeper the fast night trains between Chicago and Cincinnati have compartment sleeping cars, just built for this line. This feature is particularly "the thing" for families, bridal couples or parties traveling together.

The "Monon" is also the only road that serves meals in a regular dining car, between Chicago and Cincinnati.

On the whole, it is the most pleasant, comfortable and above all the most scenic route from Chicago to the Gulf or Atlantic coast.

For full information regarding the Cities of the South, how to reach them, etc., or for maps and time tables, address L. E. SESSIONS, Trav. Pass. Agt., Minneapolis, Minn., F. J. REED, C. P. A., 73 Clark St., Chicago, or JAMES BARKER, G. P. A., Monon Block, Chicago, Ill.

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A PROFITABLE INVESTMENT.

The Grinnell Automatic Sprinkler

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The National Milling Company's new mill at Toledo, O., equipped with the Grinnell Sprinkler system, is insured in first-class companies at less than 1½ per cent.

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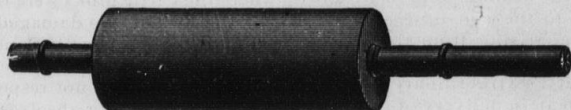
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Sole Manufacturers of the Celebrated



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FOR USE IN ROLLER MILLS.

The general experience of American Millers unites in pronouncing these Rolls the very best for Flouring Mill use.

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Mention this Paper when you write to us.

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Patent Cylinder Gate.
Easy working.
Positively no leakage.
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More power with
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MANUFACTURED BY

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For special figures mention this paper.

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For Milling and Grain Cleaning Machinery

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THE LITERARY MAGAZINE OF BOSTON.

It is unique, containing American Legends, Traditions, History, Story and Poetry, Philosophy and Music; Science and Art.

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THE FUTURE OF ELECTRICITY, Illustrated.
STORIES A PROMINENT FEATURE.

YOU want this carefully edited and finely illustrated literary magazine of Boston, whether you have any other or not.

Every Number Finely Illustrated.

It treats of American Subjects, past and present. Social questions are discussed in its columns.

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AROUND THE WORLD IN THIRTY DAYS

AND THE BUSY WOMAN'S

"It is not only the 'Busy Man's Magazine,' but is especially adapted to the 'Busy Women'—such as most of us are."
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IT PLEASES EVERYBODY.

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Price 25c. \$2.50 a Year.
AGENTS WANTED. CLUB RATES ON APPLICATION.
Send Ten Cents THE REVIEW OF REVIEWS, for Sample Copy. 15 Astor Place, New York.

LITERARY NOTES.

"THE Gateways of New York" a description of the means of access to the metropolis and of the proposed new tunnels and bridges, is the subject of a valuable article by John Gilmer Speed in Harper's Weekly, published March 9th. It is accompanied by a map, and fully illustrated. Another article of timely interest in the same number of the Weekly, is a description, with illustrations, of the club houses of Currutuck Sound, written by Alexander Hunter.

THE March number of St. Nicholas contains a novel and useful sketch by John M. Ellicott, of the Navy, describing how a landing is made through the heavy surf of the Pacific ocean. Boy readers may here learn how to avoid the dangers of an upset when caught in a small boat during a squall. The article is illustrated by Taber from photographs, one of them showing the sailors after an upturning of their surf-boat.

That there is a bit of genuinely fine engraving of an unhackneyed subject for a frontispiece goes without saying, and there are so many pieces and pictures worthy of notice that they cannot be noticed is also a foregone conclusion when St. Nicholas is concerned; but it

may be permissible to mention the four serials, and to call attention to their high excellence and novelty in style and plot.

Mrs. Edith Perry Estes, well known among Boston newspaper women, contributes a bright story to the March Wide Awake, entitled "My Spanish Princess." Other features are "The Red Necklace," a story for girls, by Margaret Johnson, "The Lance of Kanana" and "One Man's Adventures."

Wide Awake is published by D. Lathrop Co., Boston. \$2.40 per year.

THE complete novel in Lippincott's for March is "A Soldier's Secret," by Capt. Charles King, U. S. A. Harry F. Mawson contributes an illustrated paper entitled "Rebuilding the Navy." Other articles of interest in this number are "The Newspaper Man as a Confidant," "One Hundred Miles an Hour" and "The Independent or Free Theatre of New York."

An article of the widest interest, in view of the World's Fair and the rapidly increasing commercial importance of Chicago, is a detailed account in the March Scribner of "The Water-Route from Chicago to the Ocean" by way of the great lakes, the Welland canal, and the St. Lawrence River, with elaborate illustrations. The enormous dimensions of this trade will be a surprise to even close students of commercial affairs. The author, Lieutenant C. C. Rogers, U. S. N., is connected with the Naval Intelligence Office in Washington, and has long made a study of these questions. He has succeeded in combining a mass of most valuable information with a picturesque account of the varying features of the lake ports, the canals, and the St. Lawrence. As much of the foreign freight for the World's Fair will pass over this route, the article will interest many who are not habitually magazine readers.

THE March Century is particularly interesting to the many thousands who have constituted the audiences of the famous Polish pianist, Paderewski, in different parts of the United States. These papers on Paderewski are parts of the musical series which The Century is publishing this year. The frontispiece is an engraving of Paderewski from a photograph, and in addition a drawing by Irving R. Wiles is given, showing the great virtuoso at the piano. Accompanying these pictures are "A Critical Study," by the distinguished American pianist and composer, William Mason, "A Biographical Sketch," by Miss Fanny Morris Smith, and a poem by R. W. Gilder, entitled, "How Paderewski Plays." The biographical sketch, brief as it is, contains, we understand, the fullest particulars ever yet given of the life of its famous subject.

Insurance.

THE Millers' and Manufacturers' Insurance Company of Minneapolis has been legally incorporated as a stock company, with a capital of \$100,000.

"INSPECTION-PROTECTION-SELECTION"—in insurance parlance mean low cost for indemnity against fire. Every milling plant may be improved as a fire risk by calling into our counsel a good mutual fire Inspector to suggest or recommend necessary improvements in the risk, that will reduce the rate if carried out. And for this reason, if for no other, every miller ought to carry at least one policy of insurance in a good Millers' Mutual Insurance Company. In every milling plant of any size, the charge of all apparatus intended to lessen the danger from fire should be in charge of a responsible and careful man who should be required to make reports daily to the office regarding its condition. Every new mill should be built upon the plan of slow burning construction, and equipped with the best appliances for extinguishing fires automatically. We are led to these remarks upon learning that the new mill of the National Milling Co., Toledo, O., thoroughly equipped with automatic sprinklers, is written at 1 1/4 % in stock companies. The saving in cost of insurance to this mill soon pays for the equipment. No money so easily made as that which is saved." We know of a flour mill in this city, where the rate was made by the board at 6.30; mutual inspectors suggested improvements, including automatic sprinklers, which brought the rate down to 2 1/2 %.

Another reduction in rate can be secured by having all the cleaning machinery either in a separate fire-proof building, or cut off from the mill by a properly constructed fire wall of brick with approved fire proof doors covering all openings. In conferring with millers contemplating building a new plant the question of safety from fire loss seems to be the last matter considered—1% that can be saved on fire insurance is hardly considered, while 1/4 of that in some other department is looked upon as of great importance. We have a mill in mind that is considered, and is a first-class mill, yet the owner, with plenty of land convenient, built his elevator, 40,000 bushel capacity, inside the mill walls, necessitating a tax of 4% for insurance on all his grain that might have been written at 1 1/2 % if outside the walls. This mill is now paying 4% rate, which would readily be written at 2% if equipped with an approved sprinkler system. Insurance carried, \$250,000. There may be reasons of which we are not advised for paying this excessive rate, or rather for not making the necessary improvements to bring the rate down to a proper basis, yet the fact remains. We would say in this connection, if you contemplate putting in a

sprinkler system, *get the best*, don't jeopardize your property and waste your money by adopting a "Cheap John" experiment, it will prove "a delusion and a snare." When you have improved your risk to secure the bottom rate, carry as near full insurance as the companies will permit. A business that will not carry its full quota of insurance better be disposed of.

A PHENOMENAL SUCCESS.

THE Penn Millers' Mutual Fire Insurance Co., held its sixth annual meeting, January 19th, at Huntingdon, Pa., the home office of the company. The report indicates a remarkably prosperous year for the policy-holders, showing a cost of less than 1/2 of 1% for the year, and the average cost since organization of less than 1%. Pennsylvania has always been noted for its low loss ratio on flouring mills.

The cash deposits or guarantee fund of this company, amount to \$25,533.70, which belongs to the policy-holders, and each policyholder, when he retires from the company, receives back his just proportion of this fund. It has not been found necessary to sweep all accumulations annually into a surplus fund, hedged around with by-laws to prevent its being distributed to policy-holders during their membership. We congratulate the Penn millers on the success of their company and its management in contradistinction to the course adopted by the Millers' National Insurance Co., in piling up an unwarranted surplus, as shown in our last to be over \$80,000 for 1891, we publish the results of business the last year, under the management of the Penn millers, a company run by the millers themselves, and which company, we may be permitted to say, was organized and put into effect by reason of the course adopted by the management of the Millers' National. As one of the prime movers wrote us: "We used to carry \$10,000, but dropped it because the surplus piling up went only in the end to the select few that *would or might be chosen* by the ONE MAN POWER in charge." Acting upon this idea a company was formed to insure milling prosperity, which has proved, A PHENOMENAL SUCCESS, as shown by the report herewith submitted.

FIRES.

THE elevator at Boswell, Ind., burned March 2d.

THE wheat elevator at Athens, Mich., was burned Feb. 9.

KISER & PIERSON's flour mill, Ottumwa, Ia., burned; loss, \$26,000; insurance, 17,000.

J. W. LAMBERT & Co.'s grain elevator, Ohio City, O., burned; loss, \$5,000; insurance, \$3,000.

THE flour mill at Jerseytown, owned by Wyman & Co., of Wilkes Barre, Pa., was burned Feb. 12th. Insurance \$4,000; loss several thousand dollars more.

THE flour mill of Garrett & McVicar, Mt. Ephraim, Ohio, burned March 8th. Loss, \$6,000. Insured, \$4,000.

THE flouring mill of Fishburne, Flaherty & Lemon was damaged by fire Feb. 19. Fire caused by overheating of smoke stack.

AT Lenoxvale, Mass., Feb. 29, the grist mill owned by Ward Lewis, of Great Barrington, was burned. Loss, \$8,000; partly insured.

AT East Deerfield, Mass., Feb. 25, the elevator and grain mills owned by S. R. Sprague & Co., of Providence, were burned. Loss, \$75,000.

THE insurance on S. R. Sprague's grain mill and elevator at Deerfield, Mass., which was burned Feb. 25th, amounted to \$69,750.

THE Trumpet Flour Mills, Covington, Ky., owned by Lemker, Graziani & Pieper, were burned. Loss nearly \$60,000; insured for \$18,000.

AT Phillips, Neb., Feb. 20, C. W. Thomas' elevator was burned. Loss on building, \$4,000; insurance, \$3,500; loss on grain, \$7,000; no insurance.

AT Rockport, Ind., Feb. 20, the mills known as the "Novelty Mills" were burned. The origin of the fire is supposed to have been accidental. Loss, \$18,000, with an insurance of \$10,000 placed in Miller's National.

AT Waxahachie, Tex., Feb. 27, Thomson's grain warehouse was burned. The building was filled with hay, oats and corn, 11,000 bushels of which were destroyed. Loss on feed stuff and grain, \$6,500, on which there was insurance of \$3,500. The building was the property of Thomson, Whately & Pickett and was valued at \$2,700; insured for \$2,000.

THE Fire record for February shows a loss of 12,000,000 dollars, to which

Flour Mills contribute.....	\$135,000
Elevators, Flour ware houses	205,000
Paper and Straw-board Mills	297,000
Saw Mills and Planing Mills	160,000
Tanneries.....	77,000

MILL AND ELEVATOR ITEMS.

McCOLLUM & SUFFEEL, millers, West Superior, Wis., sold out.

EDWIN DYSON & Sons, millers, Essex, Ont., Canada, sold out.

MERCORD & JERANDER, millers, Prescott, Wis., now F. C. Mercord.

THOMAS LEES, of Leiperville, Pa., has sold his mill property for \$38,000 to Lee & Longbottom.

SMITH BROS., Cochran, Pa., will build an addition to their mill for storage the coming spring.

THE Beall flouring mill on Penn st., Uniontown, Pa., was lately sold to Wm. Hustead

for \$12,850. It will be operate by Wm. Hustead & Bro.

THE Iowa, Minnesota & Dakota Elevator Co., Minneapolis, Minn., is in the hands of a receiver.

EMERY STOWELL has bought the flour mills of H. Watling & Son, Monroe, Mich., and will assume management.

L. H. BONNELL, of Barnesville, O., has purchased the West Main st. flouring mill recently sold to Mr. J. F. Gebert.

GEORGE H. RIEGEL has sold his large flouring mill in Durham Pa., to John J. Mulford, of Philadelphia, for \$20,000

THE Polar Star Mill property at Faribault, Minn., was sold March 16th to W. H. Cheeney and R. G. Weatherston for \$12,500.

THE Ellis flour mill, St. Peter, Minn., was sold Feb. 13th, by the assignee, A. R. Davis, to A. H. Miner who will largely increase its capacity.

THE firm of E. Strickler & Bro., North Ninth st., Lebanon, Pa., will dissolve April 1st. The business after that date will be conducted by Strickler & Sons.

MESSRS Strickler & Yingst, of Lebanon, Pa., have decided to erect a roller process flour mill adjoining the Cornwall & Lebanon R. R. The building will be of brick, 42x60.

Mr. Strickler has just closed a contract with Augustus Wolf & Co., of Chambersburg, Pa., to remodel his mill from basement to attic, and introduce all the latest and most approved machinery.

THE National Rice Milling Co. was incorporated at Trenton, N. J., with a capital stock of \$5,000,000. The business of the company is to own rich plantations, divert streams, erect elevators and mills and to do a general business in rice. The opinion is that the company is nothing less than a rice trust. The principal incorporators are: Edward V. Douglas, of Philadelphia; Thomas H. Wentworth of Brooklyn and E. O. Keasby, of Morristown.

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On and after March 22d, the regular rates via this line from Chicago to Louisville, New Albany, Cincinnati, Hamilton and Dayton will be \$6.00; to Indianapolis \$3.65.

These are no "excursion rates" to be effective a few days and then withdrawn; they will be offered to patrons every day in the week.

Be sure your tickets read via the "Monon".

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JAMES BARKER, Gen'l Pass. Agt., Chicago, Ill.

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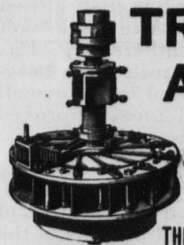
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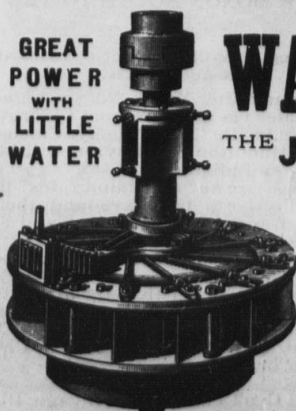


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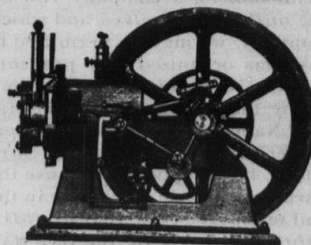
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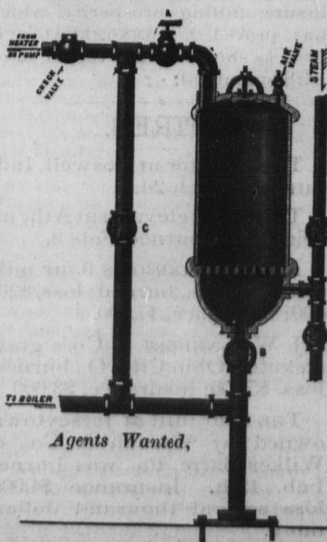
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answer in every case the demands made
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Correspondence.

[The following letters are all from our own special correspondents, and reflect their views and the views of the trade in the location from which they write.]

OUR BUFFALO LETTER.

Good Bye but Costly—Heavy Stocks of Duluth Wheat in Store and Afloat—Failure of Fort Orange Milling Co., Albany—Imperial Mill Co., of Duluth Increase their Warehouse Facilities in Buffalo—A New "Fad"—Death of A. J. Sawyer—Enlarging the Exchange—The Lackawanna Railroad Improvement—The Report that a New Elevator of Large Capacity and Modern Improvements to be Built by a Syndicate of Wealthy Men is Considered a Bluff—De Puy's Bill to appropriate \$200,000 for Building Grain Elevators in Buffalo and New York Again Defeated—Marl Beds Panning out Immensely—The Russian Shipment.

THE present high price of that German necessity of life, rye, is astonishing. But we have seen such things before and it reminds me of the old days and a story. It was in the "sixties," when Leonard Dodge was in company with Rutt, running the Williamsville mill. Dodge sent word to Rutt that there was some good rye in Buffalo and to hurry to town and make the purchase. Rye was scarcer that year than it is this and the offer of a small lot was enough to bring a miller one thousand miles away to look at this valuable grain. Rutt was on hand as soon as possible and "Len" took him over to "Charlie" Ables which was then the favored hostelry on the dock. After partaking of some excellent old rye Rutt asked where the rye was. "Len's" only response was, "why, did you ever drink any better rye than that in all your life?"

This week has been the most active in hard wheat trade since the close of navigation. The decline in Chicago and the easy limit of $9\frac{1}{2}$ over for 1 hard and $7\frac{1}{2}$ over Chicago May, for No. 1 Northern, brought the former down to $97\frac{1}{4}$ and the latter to $95\frac{1}{4}$ and orders enough for export and local millers to take 300,000 bushels in two days. Some attempt was made after this to stiffen the limit but without success. The last report of stocks of Duluth wheat in store here showed 1,483,600 bushels and 150,535 afloat against 301,300 last year for the same date. There is no danger of a wheat famine here unless exporters keep up this sort of thing, which, by the way, has not happened in the last ten years to my knowledge. The amount of winter wheat in store is not sufficient to cut a figure in any event.

What is known as the Kellogg elevator has been started. This is another incubus to the Western Elevator Association and the general prospect of creek property.

The failure of the Fort Orange Milling Company of Albany

was no surprise to our traders. Dealers had been careful for some months past in their transactions with this company. Mr. A. Fred Brown received many expressions of sympathy from the members of the Exchange here. Just what caused the trouble is not known as yet.

The Court of Appeals has decided the case of C. H. Arthur vs. A. P. Wright & Son. Judgment of the lower court is affirmed with costs, which gives the Wrights a victory. The case grew out of the refusal of Messrs. Wright to accept a cargo of wheat after the time for delivery had expired. It was only a few hours but wheat dropped 23 cents during that time. This was in the big slide of 1886.

A large extension of the flour warehouse of F. C. Williams & Co. at the junction of the Western New York & Pennsylvania and Buffalo creek roads has been made.

The Duluth Imperial Mill Company is evidently stuck on Buffalo and its railroad facilities. Plans for a new flour warehouse are being made which will increase the storage capacity 50,000 barrels.

Sticking barrel labels on the glass doors of offices is a new fad of the millers in the Board of Trade building. Flatley, of the Imperial Mill Company first started it, then Wallace, of the Cataract Milling Co., put up a pair of his best grades, followed by McDonald, of the Tonawanda Milling Company. The labels are rather poor specimens of the "art preservative." Not one has the artistic appearance of "Urban's Best" or "Bridal Veil."

The National Electric Light Convention was held in Buffalo the latter part of February, and the big room of the Exchange together with a story of the adjoining building was utilized for the banquet. Mr. George Urban was at the head of the entertainment committee and, of course, it was a grand success in every respect. It takes a cool head like Urban's to carry out a big undertaking in a manner to please everybody. His friends, however, are talking seriously of advising him to go slow as he has altogether too much business on hand.

A peculiar feature of the present crop of wheat is that No. 2 red and No. 1 hard Duluth are nearly the same price, in fact No. 2 red, one day this week, sold 1 cent above the spring variety. This has not occurred in this market in 20 years if my memory serves me right. There has been no real scarcity of winter wheat here, but millers are becoming anxious for the future as the state crop is nearly all marketed.

The unexpected death of A.

J. Sawyer, of Duluth, was a severe shock to a large number of the members of our Exchange. Beloved by all for his hearty, honest, good nature, his visits were greatly enjoyed by those he came in contact with. Millers especially will mourn his loss and many expressions of sincere regret were heard from them when his death was announced. Among the most prominent being Messrs. Schoellkopf, Mathews, Urban, James, Harvey, Henry and Newhall.

The trustees of the Board of Trade have decided to add two stories to the building making it eight in height. The Exchange room will be on the top floor, which will be a great improvement, as the present quarters in the middle of the building are a little gloomy.

A banquet was decided on by the trustees of the Exchange some months ago, but when invitations were sent out so few responded that the date was changed five days later and special invitations issued demanding an answer. This postponement was as good as a failure, and now it is put off until next December. It is like pulling teeth to get \$5.00 out of the majority of the members of the Merchants' Exchange, even for the glory of the Old Board of Trade, with a big feed thrown in.

Mr. Charles H. Gibson was summoned home from California where he had gone to spend a few months of needed rest, by the sudden illness of his beloved son, "Winn." The young man has been with his father for a number of years as chief bookkeeper, and is highly respected by all who know him. As a mark of regard for both Mr. Gibson and his son, an order was sent to a florist to keep his room liberally supplied with the flowers he loves best. His recovery is doubtful.

The Lackawanna Road is improving its rail and lake connections by rebuilding the old Union Tower elevator. This road will soon become a formidable rival to the Central and Erie before the year closes.

The stock of flour in the Lackawanna and Erie houses has about held its own since the close of navigation when there were about 150,000 barrels to work on. The decrease is only slight.

Wm. Hamilton, Jr., of the firm of Hamilton & Son, of Caledonia, was on 'Change a week ago looking after the interest of the firm.

Deeds of the transfer of the Chicago elevator property, opposite the foot of Washington street on the island, and adjoining the connecting Terminal Elevating Company, were filed here lately. It is given out that this site has passed into the hands of a big syndicate of

Buffalo men, and that the largest and most modern elevator ever built, will be erected on it. The capacity will be 1,500,000 bushels at a cost of \$1,000,000. This is a big bluff. There are sufficient elevators in Buffalo to do all the business and leave a few idle ones in the biggest rush. Wagers are offered, of any amount, that no elevator will be built there in the next two years. Just what the object is in springing this "monster enterprise" on the public at present is a mystery, but there is something in it which the next organization of the Western Elevating Association is in some way concerned.

Capt. De Puy's bill for the appropriation of \$200,000 for building grain elevators at Buffalo and New York, to be run by the state, came up as it usually does about this time every year. According to this old ranter the only salvation of the canal boatmen is to control the terminal facilities. A large Buffalo delegation went down to Albany in opposition to the bill, among them being such shining lights as G. H. Wolcott, P. G. Cook, C. A. Warfield, L. Dodge, J. J. H. Brown and Peter Miller. Grain men and vessel owners are all against it. Mr. Warfield settled De Puy and his bill in the closing remarks of his speech, which were to the effect that whether the elevator rates were $\frac{1}{4}$ c per bushel or 5c, it would make no difference to the boatmen as these charges were all paid by the grain. De Puy admitted this and made a complete back-down, but his bill will come up again next year just the same.

Mr. Wm. J. Rardon will leave for Chicago, April 1st, where he will go into business with his father. The Attica Mills are running. The town is not afflicted with dry-rot, but life is ebbing. A stir among the business men who are rich enough to run 10 mills of the size of the Attica, is being made and good results are expected. Wake up, Attica! You're the oldest and wealthiest village in Western New York. More successful business men have been sent from the fertile hills of Wyoming county than any other spot on the face of the earth of its size.

The marl beds discovered by Harvey & Henry, "the tall millers of Buffalo," are panning out immensely. The stock has been sold to such solid men as Philip Houck, George Sandrock, Wallace Prouty and others, who are sure of 40 per cent when the works are running.

"Capt." Clark, the canal agitator, was in the city a week ago. His pockets were filled with papers and his arms loaded down with "valuable documents." Of all the canal humbugs this Bill Clark is the big-

gest and most foolish-looking of the lot.

Mr. Robert Newell has left A. J. Wright and opened an office with Wm. McNiven. Bob will get all the business in time.

The man in the Wild Woolly West sends word to the man with the O. G. head that he is fighting the world, the flesh and the devil. His controversy with a Winona gentleman regarding the Washburn bill was decidedly pointed. Alex., as usual, won his point in favor of the bill. In his correspondence he sends the following (patent applied for): "It is reported that certain Buffalo brokers are opposed to the Washburn bill, because if it is defeated they expect to make a Newhall out of the lambs. This is not Wright!"

The flour trade although not in a flourishing condition is satisfactory to millers as a rule. Patent spring, such as Schoellkopf & Mathews, Urban and James turn out, are going at about 5.10@5.30 in large lots, while winter of the same quality is quotable at 4.65@5.00. Rye holds up to 5.25.

Millfeed has been scarce and higher with a good demand. Winter bran is selling at 18.50 and spring 17.25 per ton bulk.

If \$200,000 would save the canal why not take the advice of one of our most respected bankers, who some years ago at a meeting of disgruntled canal men, spoke as follows: "Fellow boatmen, if you would stop drinking whisky for just one year you could build an elevator every winter and boss the situation." This coming from the source it did broke up that meeting.

That 250,000 lbs. of flour contributed by Buffalo millers has at last been sent on its way to the "Russian starving." When it will reach them is not known; sometime, perhaps, after they are well able to care for themselves, or later. Above all the silly moves to aid a starving section of a far away country, this stands out in comparison like a donkey to a barn door. The old lady who presides over the tea pot in the Northwest is booming her paper too much in one direction.

BUFFALO.

Buffalo, March 15, 1872.

OUR NEW YORK LETTER.

Loss of New York Flour Trade—The Wheat Situation—Collapse of the Rye Combination—Wild West Trade—Journalism, Etc.

The flour trade has been on a vacation again the past month, as it has been since last November, but it has spent it at home looking after the trade that has gone and for that which does not come. They have worn out the soles of their shoes hunting for customers,

until the walking became so bad, they took to the benches surrounding the flour stands on 'Change, and have been holding them down severely since the second month of the new year came in. During December they were waiting until "after the new year," for the clouds under which their trade seemed to rest, to roll by. But the new year came and the clouds did not roll. Then the new song that was sung to revive their drooping spirits was "after the first of February," when Europe has had time to work down the excessive importations from Russia in advance of her prohibition of exports. But since February came in and no demand with it, the trade has ceased to sing at all, or sings very low—so low it cannot be heard, and is waiting in silence and without much apparent hope for better times in this trade.

In the midst of plenty at home and scarcity abroad, they are compelled to sit here week after week and month after month, looking on as spectators only, while the continued stream of flour flows with little abatement in the flood, past their doors, out of this and other Atlantic ports to Europe. The seal of fate seems to have been set against New York as an export flour market, except for the West Indies and South America, which markets are held by our city mills, which seem able to hold them against all comers, and at higher prices than their Western and Southern competitors, even at higher prices by reason of their blended flour and the refusal of these mills to follow the Western craze for 80 per cent Patents.

Nor is this all the trade New York receivers have lost. The local trade as well as the Eastern and European business is rapidly drifting to the mills West, with which it is done direct by the larger jobbers and dealers and bakers all along the seaboard and in the interior. All New York now gets is what the Western mills cannot sell elsewhere at 10 to 15c more and save commissions at that. Such seems to be the decree of the Gods that rule our commerce, namely, the railroads and cheaper through shipments, saving terminal charges, storage, time and interest, as well as risk and commissions; and, the middle man is necessarily being ground between the upper and the nether mill-stone, and, in the case of the flour trade, as fine as the mill dust and sweepings, which is about all they have had to sell from the big merchant mills of the Northwest this year, except the surplus of 80 per cent Patents that is always with us. The balance of their product has been sold direct

so far on this crop, and without the prospect of change.

The wheat trade is not in this shape and with the foreign houses here we are getting our full share of this trade, while most of that done at outports is by New York shippers. There has been a very good business in wheat for export since my last letter, though it is somewhat spasmodic. Reports of damage to the French crop by frosts has stimulated the demand as well as slight reductions in European stocks instead of increases as before. Yet the supplies West and the heavy pressure from Duluth to sell No. 1 and No. 2 Northern for opening of navigation, has kept the prices of cash wheat from advancing materially as was the prospect a month ago, when March red sold 3½c over May on scarcity of the contract grade to deliver on old export sales. This caused the premium on No. 1 Northern that had been paid by millers here and exporters of this crop to disappear, and on July 1st it was delivered on No. 2 red contracts, since when it has been selling freely to arrive on the opening of lake and canals at ½c@¾c under the May option, delivered in New York and 6c@6¼c under, delivered in Buffalo and No. 2 Northern at 6c less. Exporters, receivers and millers have bought a million or so of these wheats the past week, at these heavy discounts, under spot and May prices for No. 2 red. In addition, millers have bought considerable No. 2 red to arrive. Jewell taking a good line of this as well as Hecker. Prices of wheat, otherwise, have not changed very materially for the month, as has been the case with flour though the latter has been dropping at the bottom prices of last crop, namely, 4.90@5.00 for standard to choice Minneapolis Patents, above which nothing but Pillsbury's Gold Medal and one or two of the Consolidated Milling Co.'s best brands have been selling and only in job lots for them.

The city mills have kept on the even tenor of their way, being sold ahead as a rule at 4.90 on their West India Clean, which is their next grade to their Patents, of which they take out only 40 to 50 per cent instead of 65 to 85 by Western millers, and hence the difference in prices, the latter being compelled to sell their Clean at 4.25@4.60, and their Straights at 4.60@4.75. Mill feed has also been in good demand at 90c, and our millers are sold ahead on that also.

Hecker's mill was closed 3 days for repairs, and Mr. H. S. Jewell has been away from business for a month, with the grippe. The "poor dear" rye flour millers "combination" in this state, has died a natural

and peaceful death since Senator Hill's Rye and Rock Combination left Albany, and the Albany brass trumpet of the Rye Flour Combination collapsed. Peace to the shades of both.

But this is not the only show that has passed through New York of late. There has been a little Northwestern cyclone that started from the seat of its "atmospheric disturbance" in Minneapolis and swooped down on the Atlantic in a cold wave of telegraphic dispatches (prepaid), announcing that relief was on its way to starving Russia. The wave, however, did not materialize, as it neared the coast, where such "Wild Western" Blizzards are generally dissipated, and nobody heard of it when it reached New York, and it went out to sea like a lamb, though it left the Northwest like a lion.

In speaking of this meteoric trade journalism, a prominent member of the Produce Exchange, remarked that he would suppose the flour millers of the Northwest would become exceedingly tired of playing tail to this advertising kite, and refuse longer to act as monkey to gather in the pennies for this self-constituted organ-grinder, where knowledge of journalism is confined to that which he acquired in the advertising department. Hence his broad conceptions of its sphere and duties.

The *Commercial Bulletin*, of this city, well expressed the feeling in the flour trade here as follows, in its Produce Exchange gossip:

In speaking of the noise made by the "fuss and feather" Russian philanthropists of the Northwest, a flour man said it would not look so much like a private advertising scheme if there was less brass band business over their shipment of flour to the famine district.

In the same column occur the following trade and personal items:

G. Perrin & Co. received the following dispatch from Minneapolis *Miller*: "Make no large sales without consulting us; watch markets; go slow; bad blizzard prospects; below zero weather; Signed, *Northwestern Consolidated Milling Co.*"

There were rumors of hot winds on the Pacific coast affecting the wheat crop; but recent rains there would prevent damage, and they had no effect on market here.

Lieutenant-Colonel W. L. Watson, of Watson & Spence, was presented with a tin sword and scabbard by the flour trade, of which he is a member, on the occasion of his election as Lieutenant-Colonel of the Twenty-third Reg't. Speeches were made by C. H. Warner and others, who referred to Mr. Watson's imprisonment in Libby during the war, and to the fact that he refused the hospitality of the South and "dug out." In this connection the same trade were congratulating Mr. C. H. Warner on his election as mayor of Rutherford, N. J.

At the close ocean freights are nearly double the rates of a month ago, and this checked

export business in both wheat and corn.

Wm. E. Webster & Co., flour exporters, suspended. Losses on flour in Europe supposed to be the cause.

The suspension of J. H. Locke & Co., caused by holding long wheat for Boston parties. N.Y. New York, March 16, 1892.

OUR LONDON LETTER.

Weather in England Unfavorable for Late Seeding—Flour Quotations—An Interesting Meeting of the British and Irish Millers' Association in London—New Method Suggested for Cleaning Wheat—Good Dividends Declared by Milling Companies for the Year 1891—Imports of Flour into Japan.

THE favorable weather during the first few days of February allowed good progress to be made in field work, but sowing was interrupted by the bad weather that set in on St. Valentine's Day, during the week England was visited by a severe spell of snowstorms and extreme frost. There was a foot of snow in Devonshire and Cornwall, while in Yorkshire and Lincolnshire the thermometer registered 41 degrees of frost, and in London the weather was very severe. A change in the weather took place on the 22d, and in consequence the snow rapidly melted, which, with the subsequent rainfall, was the means of flooding a great deal of low-lying land. Under such circumstances it has been too wet for sowing, except on the lightest of soils, so that the month of March finds farmers generally with a good deal of spring corn to sow. The early sown winter wheats are now making a good appearance, and with two or three weeks of fine, dry and mild weather the late crops, which are thin and weak, will greatly improve. There has been a steady rise during the month of February, which commenced on the 13th of the month, when the uncertainty about the Indian crop, more poor accounts from Australia, some continental buying of cheap cargoes from off British ports of call, and moderate imports and shipments of fresh supplies, combined to give the wheat market fresh courage. On the 15th, Mark Lane advanced one shilling per quarter on English and foreign wheats, but flour was rather irregular in price. During the next six days the action of continental buyers, in buying white wheat from off the British market, attracted attention, and the markets immediately showed an advance in the week of one shilling to two shillings on wheat, and of sixpence to one shilling per sack on flour, whilst generally, other articles received fresh impetus, maize making about sixpence to ninepence per quarter more money. The week ending February 27th saw a backward movement in the price for cargoes, although the

country corn exchanges were able to move prices a little higher. But on Mark Lane last Monday, all parties seemed to know that the present level of quotations are very close to what they ought to be. It is really the flour trade which is the element of weakness in the corn market, and at the close of Monday's market a slight decline was registered. The quotations for flour yesterday were as follows: Town households, 29s 9d to 30s; seconds, 27s; whites, 32s 6d to 33s per sack of 280 lb ex mill. English country made flour was sold at 27s 6d to 30s per sack. Minneapolis patents made 31s to 32s; first bakers, 28s to 29s; and second bakers, 26s to 27s per sack of 280 lb ex store. Milwaukee brands were quoted as follows: Fairfield patent, Stern's patent, Manigold patent, and the Daisy Mills tip-top patent were each 30s per sack of 280 lb. Stern's bakers, Manigolds' bakers, and Daisy Mills bakers fetched 26s 6d.

Current advices from Russia reported on Mark Lane on Monday last was that Russia was buying back from Odessa and other ports, wheat for consumption in the central and north-east governments. By the same mail it was reported that a thaw had set in which greatly impeded transit, besides exposing the growing crops to return of severe frosts.

The *Millers' Gazette* last Monday reported that Mr. R. W. Dunham was to deliver a lecture on 'A Grain of Wheat' at the City of London College, White St., Moorfields, on the evening of March 3. As this gentleman has written and spoken several times of conditioning of wheat, there may be something to report in my next letter.

On Wednesday, Feb. 17, a general meeting of the National Association of British and Irish Millers was held at the Bakers' Hall, London, when a paper was read by Mr. T. M. Parkinson, of Doncaster, upon "The Conditioning of Wheat." The paper set forth that all foreign wheats should be washed in a good washing and stoning machine, the surplus moisture afterwards whizzed off by a whizzer, to be followed by a beater to thoroughly dry, even to a little sweating, in order that the dirt may ooze out of the bran, which should be removed immediately by a light scourer. After the scourer, the wheat, according to the opinion of the reader of the paper, should be placed on a cooler, after which it can be milled as soon as required. After a lively discussion, the members adjourned to the Cannon Street Hotel and dined together. I should have mentioned that the meeting was preceded by a council meeting, at which a long discussion took place on

the question of amending the rules regulating the prizes offered by the National Association of British and Irish Millers to those who pass the technical examination in milling, held under the auspices of the City and Guilds of London Institute. It was finally decided that the gold medal offered by the Association should be presented to any miller in the British possessions qualifying himself, and that every pass man should be given a metal badge or token, on which should be engraved his place in the examination, with the date. It was also resolved to hold another council meeting on the last Wednesday in March, to decide where the convention should be held, and at that meeting the milling exhibition will receive some attention.

By the way, the Agricultural Hall people are steadily making headway, and the exhibition promises to be a great success. Prizes are to be offered for the best seed wheats, and a strong committee of millers are going to judge what are the best wheats from their standpoint. Awards are also offered for the best flours of British manufacture, and some scientific men in the baking and milling trades are to act as judges.

Several milling companies have declared dividends during the past month, namely, Messrs. Jas. Tucker, Limited, of Cardiff, a dividend of 12½ per cent for the past year; Messrs. Mooney, Johnson, & O'Brien, Limited, of Dublin, a dividend amounting to 10 per cent; and the Norton Mills Company, Limited, of Norton Fitzwarren, a dividend of 5 per cent for the past year's trading. A meeting of the corn milling operatives of Sowerby Bridge and Elland districts was held on Saturday, Feb. 13, at Sowerby Bridge, for the purposes of electing three delegates to represent their interest on the Sowerby Bridge Trades and Labor Council. The chairman explained very fully the way in which they had been represented in the past, and also stated that in place of being represented on one Trades' Council only, they would now be directly represented on four separate Trades' Councils, viz., Halifax, Huddersfield, Brighouse, and Sowerby Bridge. The chairman then stated that a request had been made by the general secretary of the Millers' Union to all the nine firms throughout the district (the export of these alone being 200 packs per hour), a copy of which he read, viz.:

MILLERS' NATIONAL UNION,
Office, 134, Southwark Park Road,
London, Feb. 8, 1892.

Gentlemen,—I am instructed by our executive council to make the following requests for an improvement in the working conditions of the employees of your firm who are

members of the above Union, taking into consideration the fact that for some time past there has been no advance in the pay of the milling workers, whilst other sections of every trade have made considerable strides. Furthermore, in our opinion the profits of milling are sufficiently good to enable you to comply with our reasonable requests, which are as follows:

1. That the week shall consist of 53 hours' work, terminating at 12 o'clock on Saturdays, and that in all cases the Saturday half-holiday shall be observed both by day and night shifts.

2. That overtime shall be paid for at the rate of time and a quarter for the first two hours, and time and half for all work done over the first two hours.

3. That each day's work shall stand for itself.

4. That all work done on Sundays, Good Friday and Christmas Day shall be paid for as double time.

In submitting these requests to your favorable consideration, we trust that nothing will arise to upset the present good feeling which at present exists between the employer and employees of the various firms in your district; and further, that your favorable reply may be received by me not later than Saturday, Feb. 27.

I am, gentlemen, yours faithfully,
JAMES BRAZIER, Gen. Sec.

No discussion was raised on these requests, and the meeting proceeded. The next night another meeting of the Trade Unionists was held at Elland, when a lively discussion took place on the letter that had been received from the secretary of the Millers' Union. In the course of this discussion it was stated that at one corn mill in that district, where tyranny had reigned a predominant power for a considerable length of time, so much so was this the case that at the mill mentioned some men were working at wages varying from 12s to 14s per week, and for this they had to work 59 hours when on the day shift, and 60 hours when on the night shift. A married man in one particular case stated that he had a wife and family, and after his 59 hours or 60 hours was completed, he was remunerated with the handsome sum of 16s per week. Others again were at less, and at a period not very long ago the wage for the same job in the mill were £1 and over. Other speakers followed in the same strain, and the men ultimately resolved to stand firm by the Union, whatever might be the consequence.

It is stated in the German official from Yokohama that flour was imported into Japan during the year 1890 to the value of about 230,000 yens (1 yen = £1). With the exception of a little rye meal nearly all of this quantity was fine Californian and Canadian wheaten meal. The attempt to introduce Hungarian grain has fallen through on account of the price which is 10 per cent higher than the Californian produce. The Japanese flour is looked upon as of little value. X.Y.Z.

LONDON, Eng., March 11, '92.

TO THE KEENEST BUYERS

VALUE TALKS LOUDER
THAN PRICE.
NEVERTHELESS,
OUR PRICES
MAKE THEMSELVES
HEARD.

CONSIDER THESE THINGS

WHEN IN WANT
OF ANY ARTICLE,
FROM A COMPLETE
FLOUR OR CORN MILL
TO A BOLTING-CLOTH
PATCH,
AND ADDRESS

The John T. Noye Manufacturing Co.,

BUFFALO, N. Y., U. S. A.

More Than Paid for Itself in Four Months

LIDGERWOOD MILL CO.

LIDGERWOOD, N. DAKOTA, Feb. 3, 1892.

RICHMOND MFG. CO., Lockport, N. Y.

Gentlemen—The No. 3 Empire Horizontal Duster, you sent us last October has filled every claim made for it, and now, after a four months' trial, we must say it has more than paid for itself. We are well satisfied with the machine.

Yours truly,

LIDGERWOOD MILL CO.

THE ST. LOUIS MILLING CO.

CARLINVILLE, ILL., Jan. 5, 1892.

RICHMOND MFG. CO., Lockport, N. Y.

Dear Sirs—Enclosed find exchange in payment of bills, dated Oct. 24 and Nov. 19, 1892, for four No. 8 Horizontal Adjustable Scourer and Polishers with revolving scouring cases. The Scourers are all at work now, and we could not ask for better work than they are doing. Please receipt enclosed bills and return them to us, and oblige,

Yours truly,

THE ST. LOUIS MILLING CO.

INSTANTANEOUS ELECTRIC LIGHTER.

Nickel Plated. Occupies Six Square Inches. A Child can Operate it.



For Parlor, Dining Room or Chamber. Office, Store, Cigar Stand or Saloon.
PRICE, \$5.00
Liberal Discount to the Trade and Agents.

Electricity Generated by Chemical Action. A Handsome Ornament for Table, Mantel or Counter.

BARR ELECTRIC MFG. CO.

This Battery can also be used for Medical Coll., etc.

17 and 19 Broadway, NEW YORK.

RICHMOND MANUFACTURING CO.,

LOCKPORT, N. Y., U. S. A.



S. H. SEAMANS, PUBLISHER.

W. F. WHITNEY, Special Agent.

PUBLISHED MONTHLY.

OFFICE:
36 & 37 LOAN & TRUST BLDG., MILWAUKEE.
Subscription Price—Per Year, in Advance:
To American subscribers, postage prepaid, \$1.00
To Canadian subscribers, postage prepaid, 1.00
Foreign subscriptions, 58c

All Drafts and Post-Office Money Orders must be made payable to S. H. Seamans.
Bills for advertising will be sent monthly unless otherwise agreed upon.

For estimates for advertising, address the UNITED STATES MILLER.

[Entered at the Post-Office at Milwaukee, Wis., as mail matter of the second class.]

MILWAUKEE, MARCH, 1892.

We respectfully request our readers when they write to persons or firms advertising in this paper, to mention that their advertisement was seen in the UNITED STATES MILLER. You will thereby oblige not only this paper, but the advertisers.

Editorial.

LACK OF DIGNITY.

A STRIKING example of petty meanness on the part of a "big institution" was recently given by the Central Traffic Association, which comprises all of the great railway corporations east of Chicago. When application was made by the Secretary of the Millers' National Association for the usual reduced rate of fare for members attending the annual convention, to be held at Chicago, May 24th and 25th, the desired concession was granted, but accompanying the announcement was the statement that this traffic organization had adopted a rule that one of its employees must be present when certificates for return tickets are signed, and *vise* the same, *that the expenses of such employe must be paid by the organization receiving the concession in rate for its members*, and before the rate can be promulgated a deposit is required equal to \$11.00 for the first day of the convention and \$3.00 for each succeeding day that it shall continue. This is about as small a proceeding as we have observed among the many acts of "cheese paring" indulged in by the modern railway manager, and to make it still more absurd, when the Secretary of the Association recently called at the office of the Central Traffic Association to make the required deposit

and expressed his sentiments upon the subject, a reduction was proposed and the amount of guarantee deposit was placed at \$3.50, which was paid, and the receipt will doubtless be framed and hung upon his office walls. The railway lines have organized in late years numerous traffic associations for *their own protection*. The expense of maintenance being trifling, when divided among the members, in comparison with the benefits derived. As these organizations have grown in strength they became the most powerful levers for exacting almost any requirement that the railroads desire from the public and their patrons. Through confidence in the strength of their association, many unjust and unfair measures are foisted upon the public, and now that confidence leads the lines of the Central Traffic Association to demand that its patrons shall pay for the services of one of its employees, who is required to watch and record these certificates, in order to prevent the several railways interested, from cheating each other, either directly or through their creatures, the "ticket scalpers," the next move will doubtless be, to demand a contribution from every man who purchases a railway ticket, for the support of "the poor traffic associations."

A parallel case would be for all manufacturers of flour to combine in an organization, which would require that their customers shall pay for the postage on their letters.

THE KEELEY CURE.

HAVING heard variously expressed opinions and ideas on the efficacy of the Keeley bi-chloride of gold treatment for the cure of drunkenness, we became sufficiently interested in the matter to make extensive inquiries of parties competent to give information, and who, having no monetary interests in any of the institutions where the treatment is administered, could have no inducement toward misrepresenting them.

Many of our readers are doubtlessly, more or less, interested in knowing the facts concerning this treatment, and to such we are writing, assuring all that what we here state can be relied upon as unvarnished truth. The claim that drunkenness is a disease—and not an hereditary one, has been argued pro and con by parties more able than we are to discuss such matters, and whether the one side or the other has

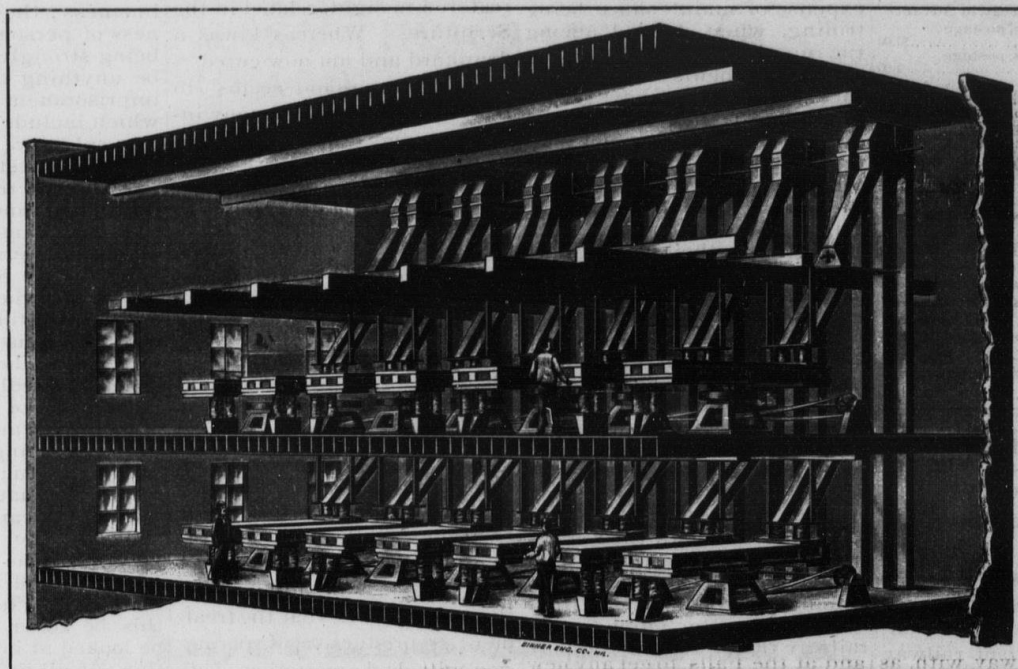
obtained the verdict is immaterial. The material question is: has it been unquestionably demonstrated that drunkenness can be cured, be it a disease, a habit or whatsoever else? The answer is given plainly by many people in a language as simple as that of the blind man restored to sight, related in the Scriptures: Whereas I was a drunkard and am now cured.

The impression seems to have been gained, by many inebriates and others, that a sojourn, of three weeks or more, as the case may demand, at one of the Keeley institutes, means actual imprisonment during the time. This is one of the utterly false ideas engendered in the mind through reports issuing from parties whose business is detrimentally affected by the success of the treatment. In fact there is no imprisonment or any semblance of confinement connected with the requisites of the treatment further than what is hereinafter stated. Another of the false ideas promulgated on the credulous is, that the treatment is productive of permanent physical prostration. This statement is also false like the previous one. The only physical effect observable is during actual treatment and possibly a few days, perhaps a week, possibly two weeks thereafter, when the full physical strength is re-established. Physical suffering during treatment is another stumbling block placed before the contemplative candidate for treatment. In regard to this, we are informed that the physical sufferings of an inebriate immediately following a debauch is one hundred-fold greater than that endured during the whole course of treatment. There can be no comparison as to mental feelings in the two cases. They are directly opposite; the former of remorse the latter of a hopeful bright future. The actual regeneration of habitual drunkards and chronic excessive drinkers of intoxicants have been witnessed by our informant. The fact that many of our personal acquaintances and friends, who underwent the treatment several months since, are to-day total abstainers from intoxicating drink, and firm believers in and are now urgent advocates of the cure, we know from observation and information. Now, as to the rules of these institutes relative to the imprisonment or

confinement of patients. They require that a patient present himself four times daily for treatment, at nearly equidistant hours; they require that he take a medicine (furnished in quantities sufficient to last about one week), every two hours; they prohibit the patient from visiting saloons or places where intoxicants are sold as a business; they enjoin cleanliness of person, frequent baths being strongly urged. If there be anything of the nature of imprisonment in the above, which include all the peremptory rules, we fail to discover it, and the restrictions are similar to those required by every physician, and is only with reference to medicine and time of administering same. Outside of these requirements, patients go where they please, and pass the time as they please, daily exercise being recommended. The statement has been repeatedly made that the bi-chloride of gold treatment is merely an auxilliary, and has in fact nothing whatever to do with the actual cure which follows, but that the abstinence from intoxicants is continued through the awakened will power of the patient, which power had been lying dormant for want of exercise. Whether this be so or not, the point to be looked at in the argument is this: If all that is necessary to cure a person of the disease, habit or whatsoever it may be, of drunkenness, is the awakening or restoration of the will power, and if the Keeley treatment performs this, or is the agent through which it is enacted, then, we say, the actual cure should properly be placed to the credit of that treatment. One of our citizens, Mr. C. S. Clark, a reporter on one of our city papers and a graduate of the Keeley institute at Dwight, has published a very interesting and readable book upon this subject, giving his own experience and that of others, while sojourning at this Mecca for inebriates, to which we would refer any of our readers interested in their own or the reformation of others. We can call to mind many a good miller, who not only lost a good position, but went to a drunkards grave for the want of just such help as Dr. Keeley provides in his wonderful cure. We have no interest in Mr. Clark's book, nor do we know Dr. Keeley personally or by correspondence, but the dozens of bright men we meet daily in this city, redeemed, to themselves their families and the community by this treatment, and who take pride in making public their restoration, has induced us to bring the remedy to the notice of such of our miller friends as desire information.

AUTOMATIC SIEVE MACHINE

NOW USED IN THE MILL OF **FAIST, KRAUS & CO.,** MILWAUKEE, WIS.



THE FAIST AUTOMATIC SIEVE CO. of Milwaukee have begun the manufacture of a new and novel Automatic Sieve Bolter and Separator for producing any grade of flour from the finest and purest, to the coarsest, cleaning up all grades in the most perfect manner.

As the result of four years of trial and experimenting by our Mr. Faist, we claim to have perfected a system far superior to any similar system now in use either in Europe or now being introduced into this country. In fact we are satisfied it will revolutionize all bolting and separating systems now in use.

WE CLAIM FOR THIS MACHINE THE FOLLOWING ADVANTAGES:

Sharper and more uniform flour.

Better and closer separations.

One machine will take the chop from any break of a 1,000-barrel mill.

It will bolt ten to twenty-five barrels of flour per hour from ground middlings.

It gives a larger yield of patent, and an improved grade of bakery.

It delivers break chop, coarse and fine middlings to purifier, and finished flour to packer, all from one machine.

Cloth is cleaned perfectly without inside conveyor, as in other machines.

A saving in power.

A saving in room.

A saving in light.

A saving in cost of insurance.

A saving in labor.

A saving in cost of building a mill.

In short, we give you five machines in one, capable of handling all the breaks from a 250-barrel mill, delivering the finished flour to packer, middlings to purifier (dusted completely), and offal to bin.

We extend to all millers a cordial invitation to visit our mill (Faist, Kraus & Co.), where fourteen of these machines have been in successful operation over a year. We solicit correspondence with millers contemplating changes in their mills.

Address, Faist Automatic Sieve Co., MILWAUKEE, WIS.

Technical.

WATCH THE MILL.

NOTWITHSTANDING millers as a class will average equal in ability with any other class of business men, yet it is a fact that no other line of business is conducted on such principles of uncertainty. The merchant knows the cost of every article in his shop, and the sale price includes cost, expense and profit. The railroads, with all their details of management, know to a small fraction just what it costs them to transport a ton of freight per mile. This and all other details of management are figured out to a fraction. "Uncle Sam," in all his business arrangements, must have a complete report of cost and expenses to the minutest detail. To accomplish this requires a complete system, a little extra work and a determination to have the work done regularly. Our correspondent, Smyrna, is evidently a man that will make the mill pay or at least will stop the loss at the beginning and not wait till the "pond runs dry" before he finds out that he has been losing money. Most country mills with hardly an exception do more or less of an "exchange trade." We look upon this as a relic of the past, and to be done away with, as it benefits neither the miller or the farmer. There is no reason why the miller should not buy the farmers' wheat as he does anything else, and sell his different grades of flour and offal to the farmer as to any other customer. This method will fix values and make a clean cash transaction. In years gone by it was necessary for the miller to carry a stock of flour in bins to supply his customers, who brought their own bag to be filled. The introduction of flour sacks of all sizes has rendered this custom unnecessary, and now the buyer gets his flour in the package as put up by the miller. In many places this method prevails with the handling and disposal of mill feed, and when once introduced there is no desire to return to the old way. The bag is worth, to the consumer, the extra cost, and if it is not he can have it repacked and save its cost on future purchases in the reduced price. The miller, in the meantime, is rid of his flour and feed bins and the space occupied by finished stock in sacks. An objection may be raised on account of the cost of packers and the power to operate them. This, of course, is one of the improvements necessary to inaugurate the system. The cost of packers, however, is inconsiderable, but the question of power may in some instances be a serious matter. In that

case the difficulty can be overcome by the use of automatic scales, which are now made that are reliable, and can be depended upon to tally correctly the weight of all material passing through them. We will have no storage bins for accumulations of any kind of stock, finished or unfinished, from the time the wheat leaves the garner, until it is put into sacks a finished product, or in the case of offal it has been weighed into its storage bin. Having reached this point in our remodeled mill, which is not so much a question of expense as it is determination to get at results *daily*, we have only the question of actual waste per barrel of flour manufactured to contend with. This must be determined at an actual clean up; until such time, an estimate of not less than five pounds per barrel can be figured. In a mill of 100 barrel, or over, capacity in 24 hours, there will be a saving in labor by this method over the old system of retail and exchange traffic.

AN INQUIRING MILLER.

BUFFALO, N. Y., March 5, 1892.

Editor *United States Miller*:

Dear Sir:—I came up to Buffalo for the purpose of looking over some of the mills here and at the Falls, to get any new ideas in milling that I could lay hold of. Your article in January miller describing a "well-managed mill" has set me to thinking. Although it may not be practicable to carry out all the details in the ordinary mill, I am satisfied, however, that with a little extra work and perhaps a few changes in the mill itself, a great improvement can be made upon the methods now in general use. I have been running a mill for over fifteen years, and believe I am managing my mill and its business as well or better than a majority of small mills are managed. The capacity of my mill is about 100 barrels every 24 hours, but we seldom run nights. But I am not satisfied to grope along in the dark, knowing nothing definite about my yields or profits until a round up is taken, after grinding out and cleaning out. I have been here three days, but in no mill is the system carried out to the extent that it is done in the mill you mention. In one or two of the mills I visited they claim to take a yield daily without grinding out, but don't think they make a regular business of it; they, however, claim to keep close "tab" on what they are doing depending mostly upon the looks of the offals, percentage of patent and bakers and quality of low grade. Now I want to know more about this method and

what is necessary for the small miller doing a general country trade, where part of the business is exchange trade and much of the offal is sold at the mill door. Of course, our offal runs into a bin, from which it is retailed to farmers who take three-quarters of all we make, in ton or half ton lots. I have a good mill, but I find when we grind out and figure up the profits, they always "pan out" less than what we figured on until it is getting monotonous, and I am anxious to make a change and adopt some system that will enable me to keep my business better in hand, so I can tell on a close margin whether I am going ahead or falling behind. What I have seen and heard the last three days has convinced me that the ordinary country miller, who lets his mill run in the old "rut," believing he has nothing to learn in these days of close competition, is bound to get left, and probably won't find it out until his surplus has, much to his surprise, grown very small. I am not disposed to mill for fun, but for the money there is in it, and although my profits have been small, I believe they could be increased if the leaks were accounted for and stopped. That's what I am after now, and believe that in helping me, you will do service to a multitude of readers, who are in the same fix I am.

Yours Truly,

SMYRNA.

MECHANICAL.

FIFTY million pins are made every day in London alone,

AN ounce of iridium yields from 5,000 to 10,000 pen points.

AMONG recent inventions is a liquid glue for joining metals.

THE great telescope of Lord Rosse has a speculum six feet in diameter, fifty-five feet focus.

A cremated body leaves a residuum of only eight ounces, on an average; all besides is restored to the gaseous elements.

THE difficulty of soldering together two pieces of aluminum is said to have been overcome by the use of chloride of silver as a fuse.

THE future for aluminum is just beginning to be appreciated. The Steinways are making a sounding board of the metal, for a piano.

FOR reasons of economy in cost, swiftness of construction and saving of space in buildings requiring tall chimneys, the material of construction now used is steel, with fire-brick and tile lining.

Up to this time no marine paint has been found which is barnacle proof.

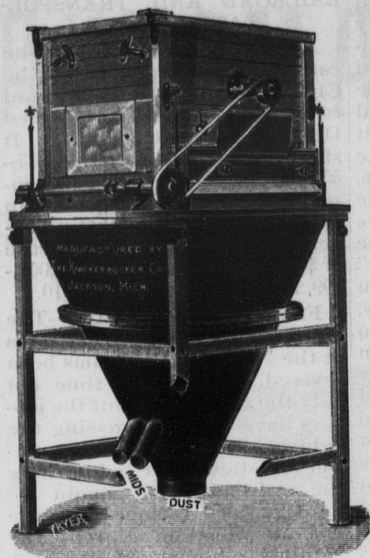
RAILROAD AND TRANSPORTATION NOTES.

A DETAILED statement of the earnings and expenses, of the Chicago, Milwaukee & St. Paul road for the six months, ended Dec. 31 has been issued. It shows gross earnings of \$17,553,035, an increase as compared with the same period in 1890 of \$2,356,615; operating expenses, \$10,494,135, an increase of \$987,614; net earnings, \$7,058,899, an increase of \$1,429,010.

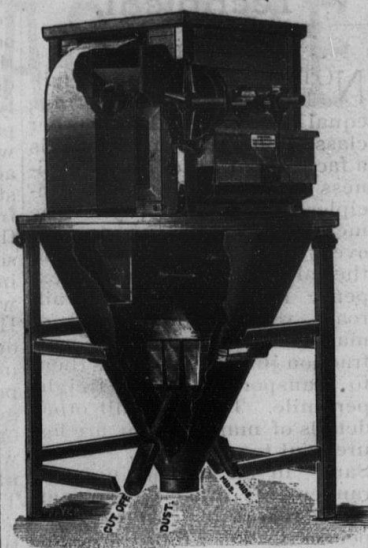
FLAT RATES FOR GRAIN.—The agitation in favor of flat rates at the Missouri River has been revived. For some time not only the grain men, but the jobbers have been discussing the subject, and there is every reason to believe that before long the railroads will again be brought face to face with the flat rate question. March 5, the Maple Leaf, through Manager Busenbark came out openly for flat rates for Kansas City and other Missouri River points, and arrayed itself on the side of the jobbers and grain men. Busenbark and his assistants spent the greater part of the day here conferring with shippers. He is strongly in favor of flat rates.

Soo competition on flour traffic from Minneapolis was the theme of a ruling issued March 5th, by Chairman Midgley, of the Western Freight Association. The subject was under discussion at the late meeting of the Association, and the question arose as to the application of the 10-cent rate per hundred pounds between Minneapolis and Chicago. A year ago the Minneapolis roads agreed to maintain a rate of 12½ cents to Chicago on flour, regardless of its destination. But the Soo reduced rates to a basis equal to 10 cents Minneapolis to Chicago. The Soo rate was met, but it was intended to restrict it to the trunk line territory that could be reached either via the Soo or Chicago lines. The question arose as to the territory to which Soo competition could be met. Mr. Midgley makes a liberal interpretation. He says:

While it is true that the Soo could hardly compete for business to points as far south as Baltimore, and certainly could not reach Newport News on an equality with lines via this city, roads in this association cannot make a distinction, because the establishment of a rate to New York involves the use of corresponding rates to other eastern points and seaboard termini. The rate on grain from Chicago to Baltimore is by agreement 3 cents less than the rate to New York; and Newport News is a common point to Baltimore. It is quite proper, therefore, to apply the 10-cent proportionate rate to Chicago on flour or wheat from Minneapolis destined to all seaboard points as far south and including Newport News and to intermediate points. The foregoing would include shipments to such points as Charleston, W. Va., Lynchburg and Richmond, Va. but would exclude Raleigh, N. C., the latter being south of the influence of trunk line rates.



Holt Dustless Purifier.



A few extracts from letters received tell the story:

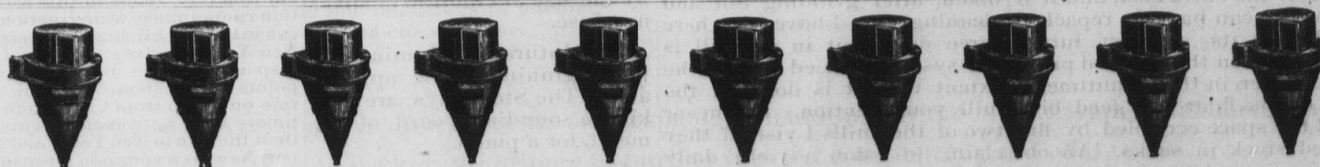
"Have no complaint of my flour where I used to have considerable."
 "Our middlings are much better than we had from a Machine."
 "Less power and absolutely no waste."
 "They remove fluff that no sieve purifier in existence can."

"Dry and free from impurities."
 "Using them as a full system."
 "Superior to any purifiers we have seen."
 "The machine is all we could desire."
 "Lessens the fire risk."
 "Entirely satisfactory."
 "Stronger and whiter flour."
 "Saving in room."



"Please find enclosed check for purifier."
 "Useful in every mill."
 "Run day and night and give no trouble."
 "It has no equal."
 "Fully up to your guarantee."
 "I am more than pleased with it."
 "Every mill should have them."
 "Raised our grades of good flour and reduced our low grade."

The Cyclone Dust Collector, known and used all over the world.



SEND FOR CIRCULARS, PRICE LIST, ETC., TO

THE KNICKERBOCKER CO.

JACKSON, MICH.

Milwaukee Notes

S. B. HUMPHREY has been appointed to the position of commercial agent of the Vandalia line, which is establishing a new steamboat route between Milwaukee and St. Joseph. The Vandalia has secured three boats, the Lama, Sioux City and Ossifrage, but it is not yet certain what boats will be on the Milwaukee run.

A STRANGE accident occurred at the establishment of the Kraus-Merkel Malting company corner of Park and South Water streets on March 10th. Three floors of the large, new dry-kiln elevator, upon which were stored 4,000 bushels of barley, collapsed and fell to the ground floor. The accident is supposed to have been caused by flaws in the iron girders which supported the floors. The kilns cost \$25,000 and it is thought the loss will be between \$15,000 and \$20,000 to kilns and grain.

PRESIDENT E. P. BACON, of the Chamber of Commerce, who was sent to Washington by the Chamber, to oppose the anti-option bill, returned on the 5th inst. In his report he stated that he had appeared before the agricultural committee of the house and the sub-committee of the senate committee on judiciary, and had laid before them the memorial of the Milwaukee Chamber and the views of its members. Mr. Bacon gave it as his opinion that the house committee was already decided in favor of the bill, and that it would pass the house by a large majority. The senate committee, he thought, was not so favorably disposed, and if sufficient pressure could be brought to bear, he believed the bill would be defeated in the senate. He advised the members to request their friends throughout the State to petition their representatives in Congress to oppose the bill.

TRADE NOTES.

THE SUPERLATIVE PURIFIER MFG. Co., of Milwaukee, have orders for New Era Scalpers, from J. K. Scribner, Eldorado, Wis.; and L. H. Bonnell, Barnesville, O.

THE VORTEX DUST COLLECTOR Co. of Milwaukee report a good trade lately, they received an order last week for 16 of the largest machines, for a Chicago Elevator, besides their usual trade with mill furnishers and millers.

THE COCKLE SEPARATOR MFG. Co., of Milwaukee, Wis., have orders for Kurth Cackle Separators from Stoughton Milling Co., Stoughton, Wis.; Eisenmayer Milling Co., Springfield, Mo.; Neely & McCord, Pulaski, Tenn.; and New Stanford Roller Mills, Stanford Ky.

OUR next issue will contain an advertisement of the La Croix Air-Circuit Purifier, which the Superlative Purifier Mfg. Co. of this city will put on the market. It will be made in two styles, with or without sieve, and is worthy of investigation by millers in want of a Purifier.

THE Jno. T. Noye Manfg. Co., of Buffalo, captured the contract for rebuilding the mill of W. S. McMillan, Rochester, 200 barrels capacity. They report the Freeman Mill at Superior nearly completed, which they expect to be not only a credit to its builders, but also to the city of Superior as well. They report business good in other branches of this industry. Mr. John T. Noye, founder of the business, may be considered the founder also of improved mill building in this country.

THE Knickerbocker Co., Jackson, Mich. report business never better, more particularly for their "Holt Dustless Purifier." This machine may be considered the pioneer of this class of milling machinery. Our friend, Homer Baldwin, has added no small portion to the reputation of these machines which is now so well established that they are taken without question, either as to their qualifications for the work they are intended to do, or as to their security against infringement of patents. They report the demand for the Cyclone as large as ever.

THE Faist Automatic Sieve Co., of Milwaukee, are in the market with a new sieve, bolter, grader and separator, of the Haggenmacher type, with such changes and improvements made by Mr. Wm. Faist, as have been suggested by use of these machines for over four years. We had the pleasure of examining them in the mill of Faist, Kraus & Co., and can truly say the work done by these machines greatly exceeded our expectations, both in quantity and quality. It has been said that "one swallow does not make a summer," neither does a machine handled by an expert prove its superiority over all others. There is no question, however, but their introduction will cause any defects there may be in the machine to be remedied. The claims made for it by the advertisers are many, and if they can be all maintained, it would seem that great changes and improvements in milling may be expected as the result of their use.

THE SUPERLATIVE PURIFIER MFG. Co., of Milwaukee, have shipped New Era Scalpers to the following parties: Allmendinger & Schneider, Ann Arbor, Mich., (2 machines); Carnahan, Peck & Co., Coshocton, O.; Pettis & Andrus, La Grange, O.;

Ferguson & Hanly, Coshocton, O., (2 machines); Frazey'sburgh Roller Mill Co., Frazey'sburgh, O.; W. E. Fite, Bonne Terre, Mo.; W. S. Bacon, Tiffin, O.; Yaeger Bros., Waverly, Ill., (2 machines); Wm. Bell & Co., Millbrig, Ill., Shambaugh & Son, Shambaugh, Ia.; Kirk & Alexander, Winfield, Kansas; Hume Milling Co., Bowling Green, Mo.; London Milling Co., London Mills, Ill.; Boden Bros., New Vienna, O.

THE BRADFORD MILL Co., of Cincinnati, have made a new departure in the mill furnishing line, and are now turning out Roller Mills of an improved pattern, being quite simple in construction and an adjusting device that cannot fail to prove acceptable to the operator, by reason of its simplicity and effectiveness. We had the pleasure of examining their Bolt, the "Dunlop," and are not surprised at their capacity; the fact that the material, after passing into the machine being kept close to the cloth permits every inch of surface being utilized constantly. Large sales of these Bolts were lately made to some of the Minneapolis mills. This company, also make a specialty of iron turning lathes, for which they report a good demand.

THE EDWARD P. ALLIS Co. Milwaukee, report business improving. In addition to the new "Lake Superior Mill," which is to be completed by Sept. 1st, they are rebuilding completely the mill of the Davenport Mill Co., Davenport, Ia., and a new mill for Mr. Dow of the same firm. Business in the Engine Department of the firm is always good.

The chances are good for this firm securing the contract for building a triple expansion pumping engine of sufficient power and capacity to pump 8,000,000 gallons in 24 hours, and one cylindrical tubular boiler for which they put in a bid of \$26,500. The engine and boiler are to be used at the high service pumping station in the 10th ward of Milwaukee. They have also received orders from the city of Chicago for two triple expansion pumping engines of 36,000,000 gallons capacity and from the city of New Orleans for one 10,000,000 gallon pumping engine.

H. W. CALDWELL & SON, located at 127-133 West Washington St., Chicago, have one of the most complete manufacturing plants in the country. Our memory goes back to the time when the senior member of this firm wrestled with the manufacture of iron conveyors with hand labor, by which method the first 3,000 feet was turned out. From this small beginning the business has grown until "The Caldwell" has become the

standard grain conveyor. The business has increased to such an extent that the manufacture of conveyors is but a small portion of their out-put. They make a specialty of automatic power grain shovels, wood-split pullies and a good one, and steel shafting (large orders for this shafting are filled for eastern buyers), New York city being one of their largest markets. They have just put upon the market one of the most complete gasoline engines that can be made, in sizes of from one to fifty horse-power. In short, they furnish every thing necessary for a complete elevator including power.

Mr. H. GAHLER, the representative of Carl Haggenmacher, Buda Pesth, Hungary, has been in the Northwest but a few months, yet the results of his visit must be pleasing to his principal by the energy displayed in bringing the "Plan-sifter" to the notice of millers. He reports agreements with Pillsbury-Washburn Co., Minneapolis, for the right to manufacture 150 machines, with the Washburn-Crosby Co., for 70, (see adv.) and others for a less number. This machine is certainly a novel departure from the usual styles of bolting, separating and grading. Its operation is upon the same principle used by the women of Bible times, when separations were made with a hand sifter. To produce this rotary motion the machines are driven by an eccentric, the flat sieve being always covered with meal thus utilizing the entire surface of the cloth, hence its great capacity. One sieve being placed above another admits of several separations in each machine, thereby reducing the space required for bolting, separating and grading to a minimum. An office has been opened in Minneapolis, which will be headquarters for the present.

THE STILWELL & BIERCE MANUFACTURING Co., of Dayton, O., make a specialty of water-wheels, pumps and general mill machinery. Their water-wheel catalogue is replete with information pertaining to water-wheels in general, and particularly to those of their own manufacture, which are fully illustrated. Their catalogue of mill gearing, pulleys, hangers, etc., is one of the finest and most complete that has yet come to our notice, and should be in the hands of every millwright. It contains nearly 400 pages, 180 of which describe the various gears they make, and the balance is full of useful information regarding horse-power of finished iron or steel shafting, belting, manilla rope areas and circumferences of circles, and other valuable tables.

THE LAKE SUPERIOR MILL.

THE pile driving for the new 5,000 barrel mill of the Daisy Roller Mill, at Superior, Wis., to be known as the Lake Superior Mill, is now nearing completion, and Messrs. Barnett & Record, of Minneapolis, will soon commence upon the erection of the mill house, engine room, elevator and two warehouses, all of which will cost about \$125,000. The plant will be erected on Quebec Pier, built out 1200 feet into Lake Superior, substantially constructed of piles filled in with earth, with deep water on three sides, so that the largest vessels may lay alongside the docks while loading.

The mill house will be of brick 68x150 feet and 8 stories

will be equipped with automatic sprinklers and other fire preventing apparatus.

The mill will be on the dual plan with 2,500 barrel capacity in each half of the building. Motive power for each half will be separate. For driving the mill machinery a 24x48x48 cross compound Reynolds' Corliss engine will be used, and for driving the grain elevator, electric lights, etc., a 16x30x42 compound Corliss engine, provided with three 96 inch.x20 feet Reynolds' vertical boilers to generate steam for both engines, heating building and furnishing steam for condenser and air pump.

For each half of the mill there will be used 7 largest size wheat cleaners fitted with Re-

per day when the new mill is completed.

WORTH KNOWING.

SOLOMON'S Temple, as described in the Scripture, would not be regarded as a very imposing structure in this day and age of the world. Its length was 107 feet; breadth, 36 feet, and it was 54 feet in height, with a portico or veranda 36 feet long and 18 feet wide.

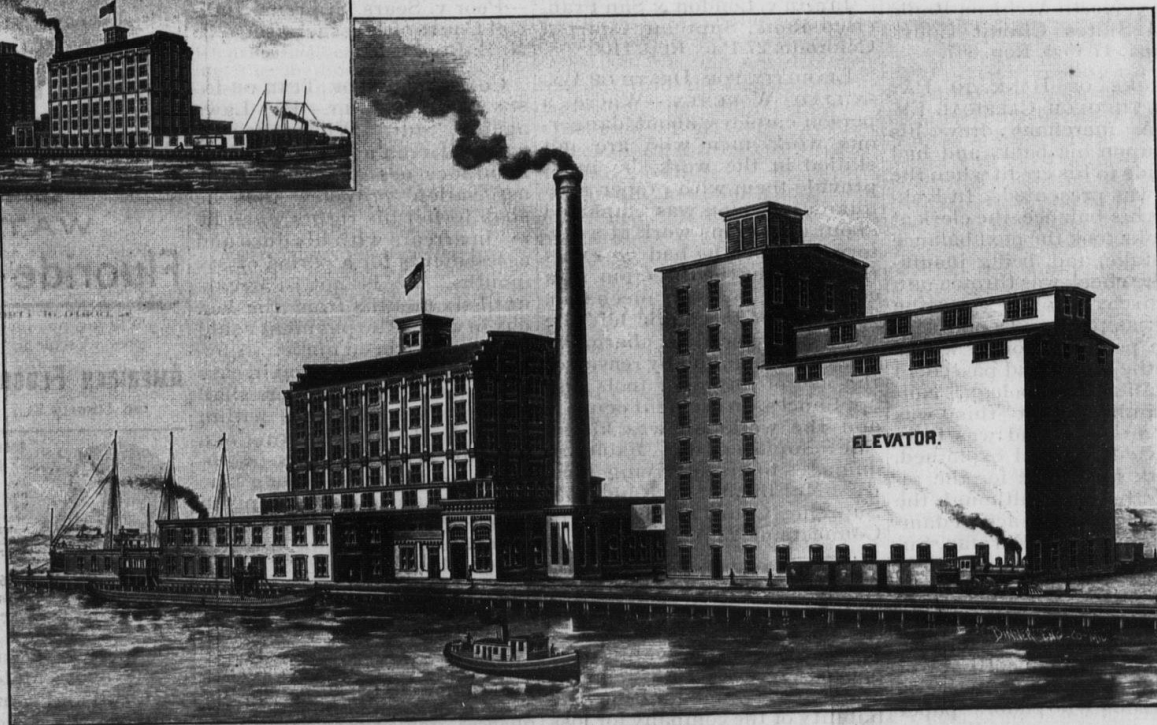
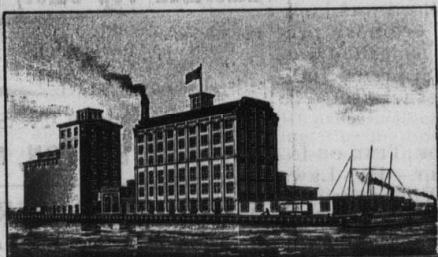
FORTORIA, O., is to have a potato flour factory. The company is composed of Detroit people. In the modus operandi the potatoes are first pared, then sliced and dried, after which they go through a chemical process and are ground into flour by the ordinary roller mill process.

DEATHS.

H. F. CARPETER, of Joliet, Ill., one of the oldest and heaviest grain dealers in the North-west, died March 5. He had, for years, been an extensive shipper to European markets, and was well known in every commercial center in this country.

A. J. SAWYER, one of the most prominent grain men of the North-west, died at his home in Minneapolis, Thursday March 3. Mr. Sawyer was a widely known elevator owner and business man, and his loss creates a gap in the grain trade that will remain long unfilled. He was intelligent and enterprising, and by his untiring industry had accumulated a large fortune, amounting to nearly a million dollars, which, in the absence of any will, goes to his wife and only child, Burt J. Sawyer.

ANOTHER miller retired from the ranks of the fraternity is Mr. WM. LINDEKE, of St. Paul, Minn. Mr. Lindeke was a practical miller, having started to learn his trade in 1858,



THE LAKE SUPERIOR MILLS.

high. The brick engine room will be 62x100 feet, located at the inland end of mill. At the seaward end of mill will be a one-story, iron-covered warehouse 100x175 feet, and on the west side of the mill will be a two-story warehouse 80x150 feet, in the second of which will be done the packing of flour, so arranged that the flour can be discharged into cars or steamers direct. A 200,000 bushels grain elevator will be built at present on the inward end of the pier so arranged that it can be enlarged to meet the demand for storage capacity. Four railroad tracks will traverse the entire length of the pier, two on each side of the plant. Fuel and grain may be received either by boats or cars while flour can be shipped by either medium. All buildings

liance dust catchers, 70" double 10x30 Gray's roller mills, 16 sieve scalpings and graders, 98 large flour dressers, 34 centrifugal reels, 45 of Gray's new combined air and sieve purifiers, 12 flour packers, bran packers, track scales, hopper and packer scales. The machinery will be furnished and put up by the Edward P. Allis Co., of Milwaukee, Wis., and the flow sheet will be prepared by Mr. W. D. Gray. Mr. L. R. Hurd, present manager of the Daisy Roller Mill, of Milwaukee, will also manage this new mill which will employ about 150 men.

The citizens of Superior donated the site, which is valued at \$50,000. The Daisy Roller Mill will operate both mills with a capital of \$500,000, and a daily capacity of 6,200 barrels

HOW TO REMOVE GLASS STOPPERS.—Sometimes it is very difficult to remove a glass stopper from a bottle. A cloth wet in hot water is often sufficient; but if this fails, remember that the principle is to expand the neck of the bottle by heat and not the stopper. With hot water the latter is often heated equally with the neck, and thus the desired effect is not produced. By holding the neck of the bottle about half an inch above the flame of a lamp or candle, however, in a few seconds the most obstinate cork will generally come out. Care must be taken to turn the bottle rapidly, and not allow the flame to touch the glass, as it might crack it. When the glass is thoroughly heated, a steady pull and twist will almost always bring out the stopper.

and afterwards engaged as head miller in the Winslow Mill, for Messrs. Gibbons & Marshall, and in 1863 he rented the Union Mill, run it a year, then built a new mill, running both successfully and profitably, thereby laying the foundation for quite a large future. In addition to milling he was engaged in merchandising and banking.

John F. Winslow, one of the leading citizens of Poughkeepsie, N. Y., died March 10th. He was one of the leading iron makers of the state, and with Erastus Corning and John Griswold, introduced the manufacture of Bessemer steel into this country, and at their works in Troy made the first steel rails in this country. Mr. Winslow's most important public work, however, was the building of the Monitor, his firm taking the responsibility of furnishing the vessel complete to the Government, their pay being conditioned on its success as a war vessel. Mr. Winslow was from 1863 to 1867 president of the Troy Polytechnic Institute. In 1888 he was a presidential elector and he voted for Harrison.

DECIDED IN THE COURTS.

ACCEPTANCE OF CHECK BY TELEGRAM.—One T. having purchased certain cattle for \$22,000, offered his check in payment. The seller refused to accept it or to part with the cattle until assured it would be paid, and therefore telegraphed the bank asking if it would pay T.'s check for \$22,000. The bank answered: "It is good; send on your paper." This was an acceptance in writing within the meaning of a statute, providing that no person shall be charged as an acceptor of a deal of exchange unless his acceptance shall be in writing. A bank which has agreed to accept a check for a certain sum cannot refuse paying because the check when presented concluded with the words "with exchange," no place of exchange being mentioned, since this is mere surplage, and of no effect.—*Garretson v. North Atchison Bank*, United States Circuit Court, Missouri, 47 Fed. Rep. 867.

FAILURE OF BANK TO PAY CHECK THROUGH CLERICAL ERROR.—A merchant drew his check upon his bank, and had the funds to his credit when the check was presented. In looking for his balance, the clerk at the books took the next balance by mistake, and, being insufficient the check was thrown out. Upon discovery of the error, the check was paid, and a note sent to each person through whose hands the check had passed, in explanation and apology. Notwithstanding that this was purely an error, and was fully apologized for, and explained, the bank was liable for the result of the error, although the depositor proved no actual damage.—*Schaffner v. Ehrman*, Supreme Court of Illinois, 28 N. E. Rep. 916.

KNOWLEDGE OF INSOLVENCY.—A bank is not bound to disclose knowledge of the insolvency of a person, which it may possess, and persons who endorse paper for one who is generally supposed to be solvent, which is discounted at a bank at which he is an officer, and which knows him to be in fact insolvent, cannot resist payment on the ground that the bank should have given them notice of his condition.—*Farmers & Drivers Nat. Bank v. Braden*, Supreme Court of Pennsylvania, 22 At. Rep. 1045.

LIABILITY OF BANK ON PAYMENT OF FORGED CHECK.—Where a bank allowed over three months to elapse before it returned to a depositor a forged check drawn on his account and payable to "currency or bearer," that it had paid without requiring the bearer's indorsement or identification, and there was no evidence that the bank could have retrieved its loss, if notified of the forgery, the deposit-

or's neglect within a reasonable time after the return of his cancelled checks to examine them, and give notice of the forgery, was not a defense to an action to recover the money paid on such check; and hence the bank was not prejudiced by an erroneous instruction to the effect that the depositor was not guilty of negligence in failing to examine the checks and bank-book, and that he became bound to give notice of the forgery only after he had discovered it.—*Jarvin v. London & San Francisco Bank*, Supreme Court of Colorado, 27 Pac. Rep. 1100.

LIABILITY FOR DEATH OF UN-SKILLED WORKMEN.—Where a person employs, about dangerous work, men who are not skilled in the work, he must provide them with proper safeguards. A man was employed about dangerous work at a factory, in which he had no experience under the direction of a competent master mechanic. The master mechanic left the work and placed in charge an unskilled man, and by reason of the use of improper tools and appliances, an accident occurred and the workman was killed. The employer was liable in damages to his surviving family.—*McElligatt v. Randolph*, Supreme Court of Errors of Connecticut, 22 At. Rep. 1094.

LIMITATION OF LIABILITY OF EXPRESS COMPANY.—The giving by an express Company, and the acceptance by a shipper, of a printed receipt valuing a package received for transportation at \$50, and limiting the liability of the company for loss to that amount, unless the value was otherwise therein expressed, is, in the absence of an expression of greater value, a valid agreement as to the extent of the company's liability where the package was lost through the negligence of the company.—*Ballou v. Earle*, Supreme Court of Rhode Island, 22 At. Rep. 1112.

TRANSMISSION OF POWER.—A landlord who owns adjacent buildings, and undertakes for a consideration to transmit power from one to the other for the use of tenants in the latter, is bound to exercise reasonable care that the pulleys and shafts are in a safe condition; and if he is negligent in that regard, and an employee of one of the tenants, in the exercise of due care, is injured by the fall of a shaft, he is entitled to recover of the land-

lord; and the latter cannot excuse himself by showing that by the terms of the lease the tenant was bound to keep the said shaft in repair. In an action against the landlord for such an injury, evidence that that the shaft was not sufficiently supported to be safe, and that it should also have been larger, was admissible, as bearing upon the question whether the landlord was justified, as a man of ordinary prudence in using it as it then was.—*Poor v. Sears*, Supreme Judicial Court of Massachusetts, 28 N. E. Rep. 1046.

COMPUTATION OF TIME OF INSURANCE DEFAULT.—By Laws against Suit. Where the contract between a member of an insurance association and the association provides that he shall forfeit his rights when he is "in arrears with his dues and assessments for a period of six months," he is not in arrears until six months from the last day in which the payment could legally have been made. A by-law which provides that in case of dispute "the members shall exhaust their remedies within the order before resorting to a court of law" can only be applied to disputes among the members, and does not apply to a contest with the order itself over the payment of a death claim.—*Bukofzer v. U. S. Grand Lodge I. O. S. F.*, Supreme Court of New York, 15 N. Y. Supp. 922.

RECENT MILLING PATENTS.

The following list of patents for Milling and Grain Handling Appliances, granted during the month of February, 1892, is especially reported for the UNITED STATES MILLER, by H. G. Underwood, Patent Attorney and Solicitor, No. 107 Wisconsin Street, Milwaukee, Wis., who will send a copy of any patent named to any address for 25 cents.

No. 468,109—Conveyor, Charles W. Hunt, West Brighton, N. Y.
No. 467,943—Conveyor Mechanism, Frederic A. Lockwood, Boston, Mass.
No. 468,517—Elevator Bucket, Frederick G. Winkler, Zschopau, Germany.
No. 768,735—Milling Machinery, Hy. J. Woolcott, Mariner's Harbor, N. Y.
No. 460,175—Pneumatic Conveyor, Louis Schutte, Philadelphia, Pa.
No. 468,985—Dust Collector, Orville M. Morse, Jackson, Mich.
No. 468,964—Dust Collector, William A. Cockrell, Milwaukee, Wis.
No. 460,646—Dust Collector, Allen C. Brantingham, Columbus, O.
No. 460,421—Power Transmission for Grain Elevators, Eyvind L. Heidenreich, Chicago, Ill.

MILWAUKEE Business University

Corner Broadway and Mason St. (Hathaway Building.)
Popular Night School. Seven Departments. **Day and Evening Sessions.**
\$60—LIFE SCHOLARSHIP—\$60
in either the COMMERCIAL or SHORTHAND department, or six months \$30, payable monthly, if desired. Night school \$5 a month. **D. B. WILLIAMS, President.**

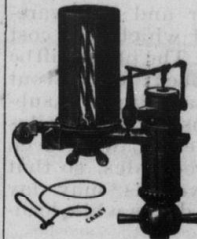
American Steam Gauge Co.

Sole Manufacturers

BOURDON

STEAM GAUGES.

WITH LANE'S IMPROVEMENT.



**THOMPSON'S
IMPROVED
INDICATOR.**

Over 2,500 in
use.

American Pop Safety Valves

For Locomotive, Stationary and Portable Boilers, and Instruments Incidental to the use of Steam.

Send for Price List I.

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SEND FOR CATALOGUE K. **BOSTON, MASS.**

STEAM POWER USERS

When they become familiar with
the merits of the . . .

WATER

Fluoride Purifier

Will use no other to remove and
prevent scale in boilers.

AMERICAN FLUORIDE COMPANY,

126 Liberty St., NEW YORK.

THE GIBBS PATENT
DUST PROTECTOR

For protecting the nose and
mouth from inhalations of
which is killing thousands
yearly in mills, factories, ele-
vators, etc. Nickel-plated
Protector, postpaid on receipt
of price, \$1.00. No stamps.
Agents wanted.

GIBBS RESPIRATOR CO.
36 La Salle St., CHICAGO.

THE RICHMOND MANUF'G CO., Lockport, N. Y., have issued a very neat catalogue for 1892, with full and complete illustrations of the special machines manufactured by them. Every machine turned out by this company is first class in every respect. We know because we have used them. Send for a copy of catalogue.

A GERMAN engineer has paved a bridge with india rubber, and the result has been so satisfactory that it is to be applied on a larger scale. It is found to be more durable than asphalt, and not slippery. A section of roadway under the gate leading to the departure platform of the St. Pancras Terminus, London, has for some years past been paved with india rubber, and many people must have been pleasantly surprised at the deadening of sound when passing over it on wheels, and at the grateful elasticity to the tread when traversing it on foot.

NEWS.

A \$7,000 flour mill will be built at Potter, Neb.

WM. FIELDS, Henderson, Ky., built a 100,000-bushel elevator.

MONROE, Neb., will soon have a new 8,000-bushel elevator.

BIEBER, Cal., men incorporated the Bieber Flouring Mill Co.

CLARE, Mich., is to have a new 100-barrels roller process flour mill.

A. L. SEAY, Shores, Va., remodels his corn and wheat milling plant.

A FLOUR mill will be erected at Graham, Va. Address J. B. Greever.

A COTTONSEED oil mill will be erected at Elgin, Tex. Address C. A. King.

THE La Junta, Colo., Milling Co. started its new 150-barrel mill last month.

SMILEY & CO., Harrison, Ark., remodel their Star Flour Mills plant to rolls.

THE first mill in Billings, Mont., one of 150-barrels capacity will soon be built.

GEO. SCHALICK, flour-mill, Centerton, N. J., is succeeded by Schalick & Tozier.

THE new elevator at Alma, Neb., is completed and is doing good business.

JOSEPH J. KOVARS, Owatonna, Minn., has started a roller process flour mill.

THE Security Grain Co., Minneapolis, Minn., has been incorporated for \$50,000.

THE Beaver Dam Milling Co., Beaver Dam, Ky., is completing its new flouring mill.

A ROLLER process flour-mill will be erected at Wichita Falls, Tex. Address W. E. Johnson.

THE Finch & Haywood Grain Co., Davenport, Ia., has been incorporated with \$100,000 capital.

THE White Roller Mill Co., Minneapolis, has been incorporated with a capital stock of \$50,000.

THE Texas and Pacific R. R. Co. built a 1,000,000-bushel grain elevator in New Orleans, La.

THE Meno (S. D.) Mill Co., has increased the capacity of its 75-barrel mill to 125 barrels per day.

A SEATTLE flouring mill company propose putting up a big mill at Davenport this season.

W. B. SARGEANT, Earlville, Ia., lost \$8,500 by the burning of his elevator and mill. Insurance \$4,000.

A COMPLETE roller process flour mill will be built at Lincoln, N. C. Address J. Rudisill & Sons.

THE Northwestern Farmers' Protective Elevator Co., Grand Forks, N. D., has been incorporated for \$200,000.

THE farmers' elevator at Cheneyville, Ill., burned February 12. The loss is put at \$20,000, with \$6,000 insurance.

J. E. LAIRD and others, Lanark, Ill., incorporated the Lanark Mfg. Co.; capital stock \$10,000, to manufacture grain-separators.

A COTTONSEED oil mill has been incorporated at Huntsville, Ala. Capital stock, \$500,000. Address M. J. O'Shaughnessy.

D. V. FREDENBERG, Alexandria, Minn., will operate his roller flouring mill in that town, recently reported to be leased to A. G. Sexton.

THE Mauston flouring mills, known as the Boorman Milling Co., of Mauston, Wis., has been transferred to an incorporated company, consisting of Chas. Despuce, H. H. Heath and Edward Donahue.

J. H. McLAREN and others, Gallatin, Tenn., formed the Summer County Manufacturing Co., to manufacture a patented grain-separating machine.

It is stated on good authority that a flour mill will be built at Haines, Oregon. The full amount of money necessary, about \$10,000, has been raised.

THE Dakota-Superior Elevator Co., Superior, Wis., has been incorporated by a number of men from Dakota and Superior. The capital is fixed at \$200,000 in shares of \$25 each.

THE Oakland, Ore., flouring mills are nearing completion. The big building is now receiving a coat of paint outside, and presents a very creditable appearance. One-half of their \$3,000 subsidy is being collected and the other half will be due when the mill begins to run.

SEVERAL of the Russian ministers believe that the letters of Count Tolstoi, published in foreign papers, giving accounts of the distress prevailing in Russia, should be stopped, and as a means to this end they have urged the czar to place the count under arrest. His majesty refused to follow the advice of his ministers.

UNITED STATES District Attorney Milchrist, has been busy investigating the methods of the Biscuit Trust, which has branches in over a dozen cities. He had in view an action similar to that taken with the whisky and cordage trusts. Mr. Milchrist is said to be in possession of evidence sufficient to make out a case under the Sherman law. There are 35 different establishments in the biscuit combination.

THE legislative committee investigating the alleged wheat combine have discovered that it was powerless to effect what the framers of the law under which it works intended. C. M. Amsden, a prominent Minneapolis elevator man denied the committee's right to inquire into the matter of prices. Reference to the law showed the correctness of the position, and the committee is powerless to pry further into the workings of the alleged combine except by voluntary testimony.

THERE is a great war at St. Charles, Minn., between the O'Neill Elevator Company, of Winona, and Strong & Miller, of St. Paul, which is causing a tremendous rush of barley into this city. The streets are crowded daily with teams, many of them not being able to unload until dark. The prices paid are from 6 to 10 cents above the Chicago or St. Paul prices. There is so much barley coming in from twenty miles around that there is a scarcity of cars.

DOMESTIC STOCKS, CROPS, &c.

THE total exports of wheat (flour reduced to wheat being included) from San Francisco for each year since 1885 were:

Year.	Quantities. Centals.	Value. Dols.
1885.....	15,738,700	21,782,900
1886.....	19,194,400	25,837,800
1887.....	11,461,000	18,104,500
1888.....	14,241,900	20,796,500
1889.....	15,509,900	21,413,600
1890.....	16,585,977	22,114,382
1891.....	20,643,806	33,105,541

It will thus be seen that 1891 was a record year, so far as this state and port are concerned.

THE March report of the distribution of wheat and corn by the statistician of the Department of Agriculture, makes the stock of wheat in growers' hands 171,000,000 bushels, or 23 per cent of the crop; 63,000,000 of

spring wheat and 108,000,000 of winter wheat. Much of the latter is in States which have practically no commercial distribution, but entering into local consumption for bread and seed. This is the largest reserve ever reported, that of the largest previous crop (of 1884) being 163,000,000 bushels.

The exports from July 1 to March 1 were 164,000,000, the fall seed 36,000,000 bushels, the consumption apparently 200,000,000 bushels, but a larger proportion is taken for consumption in the fall and winter and the actual consumption is greater than in the spring and summer.

The assumed consumption from March 1, 1891, to March 1, 1892, is 300,000,000 bushels, for a population of 64,300,000, the exports, 206,000,000 bushels, the seed 56,000,000 bushels, a distribution of 562,000,000 bushels. With 41,000,000 visible and 171,000,000 invisible stocks there are 27,000,000 bushels not directly accounted for previously which came in the unprecedented squeezing of all sorts of reserves, mainly from the always uncounted stock of flour between mill and mouth and from small uncounted stocks between the farmers' granaries and the visible supply.

The average weight of wheat is 58.5 pounds per measured bushel, which is the estimated weight of the crop of 1887, and is nine-tenths of a pound above the average of 8 previous years.

The estimated quantity of corn in farmers' hands is 860,000,000 bushels or 41.8 per cent of the crop. This is the largest proportion ever reported, that of 1889 excepted, which was 45.9 per cent, or 970,000,000 bushels. The seven principal States have a surplus of 546,000,000 bushels, or 41.5 per cent of their product, against 667,000,000 from the great crop of 1889. The proportion merchantable is the largest ever reported 88.5 per cent, against 85.7 two years ago. The average of eight previous crops is 82 per cent., and the lowest average 60 for the frosted crop of 1883. The present average farm price of merchantable corn is 39.2 cents per bushel; of unmerchantable 25.7 cents.

FOREIGN STOCKS, CROPS, ETC.

A STATEMENT appears in an American paper that, for the first time since 1855, there is not a sack of grain on ocean passage from Russia or Roumania.

THE Russian official estimate of the stock of wheat at certain ports and depots is 1,090,000 qrs. But as several of the largest ports are omitted the return is only of limited value. The same article states that the belief is growing in the theory of much larger stocks, even in

the famine provinces, than was generally thought to be possible.

The official stocks on Feb. 14, of some of the principal ports and railway depots including St. Petersburg, Riga, Reval, Libau, Odessa, Taganrog, and Novorossisk are: rye 1,240,000 qrs.; oats 1,068,000 qrs.; barley 546,000 qrs.; maize 20,000 qrs.; flour (rye and wheaten) 760,000 sacks.

The official report of the stocks and requirements of the 17 famine provinces are given as follows: Stocks 22,000,000 poods.

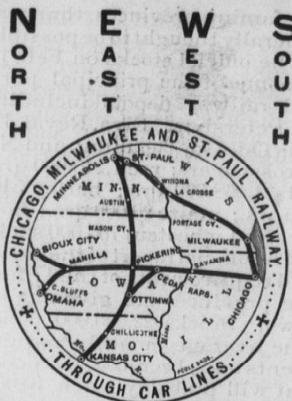
The average monthly requirements have been 6,000,000 poods, but will probably reach 10,000,000 per month for the next three months, ending April 30th, thus giving only 8,000,000 poods to be delivered prior to the breaking up of the roads and opening of navigation. Seed requirements for spring sowing 36,000,000 poods; stocks on hand 17,000,000 poods; nett requirements 19,000,000 poods; but of this only about 9,000,000 poods requires to be delivered within the next six or eight weeks, making a total of 17,000,000 poods to be bought and delivered by the middle of March, of which about 8,000,000 poods can be bought in the provinces themselves, leaving only 9,000,000 poods, or 700,000 qrs. from other parts of the empire, thus the question of supplying the famine provinces until opening of navigation is, we think, satisfactorily settled, after which it will be comparatively an easy matter until the new crops are gathered.

THE arrivals of Roumanian wheat in Odessa in transit for Alexandria to supply Egyptian mills averages daily 30 cars (1,350 qrs.) costing 1 rouble 40 copecks per pood, or 37s.9d. per qr. of 480 lbs. f.o.b. Odessa.

[NOTE.—It is somewhat suspicious that Egypt should be importing Roumanian wheat, while she is exporting her own somewhat freely—it may be for the purpose of mixing. Our agents in the Black Sea continue to report small clearances of Russian wheat for Italy and Marseilles. Can it be that the Customs are being hoodwinked? —Corn Trade News.]

A press telegram says:—The deficit in the Portugal wheat crop of this year is estimated at 280,000 qrs., and will render importation unavoidable. The import duty on wheat has been fixed at 1½ reis per kilogramme or 1s.5½d. per 480 lbs.

[The last official decree, relating to the traffic in wheat, was one prohibiting altogether the importation of foreign grain until after such time as the native wheat was exhausted. The rate of duty previous to that decree was 6s.8d. per 480 lbs. It would appear now that the native crop is exhausted, as shipments from New York to Lisbon for the past few weeks have been in progress. The native crop it was prophesied would last only until November. As the monthly consumption of wheat and flour in Portugal averages 100,000 qrs., it would appear as if 400,000 qrs. would be required to carry through until the new crop will be ready.—Corn Trade News.]



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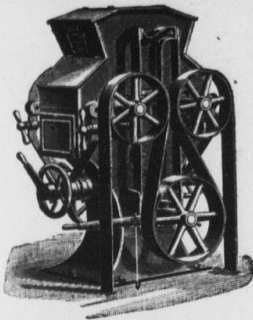
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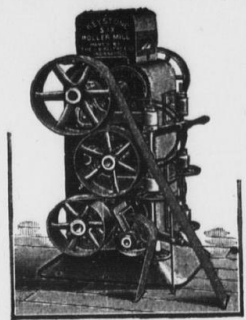
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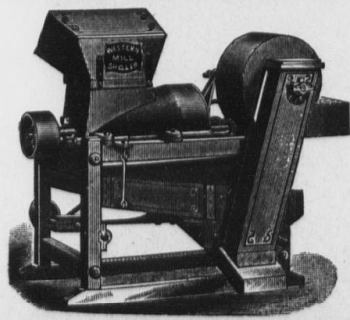
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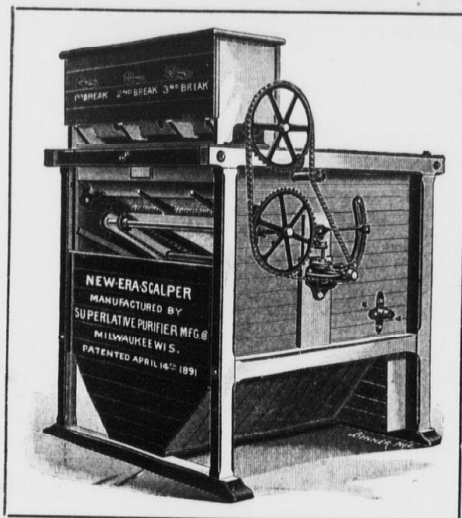
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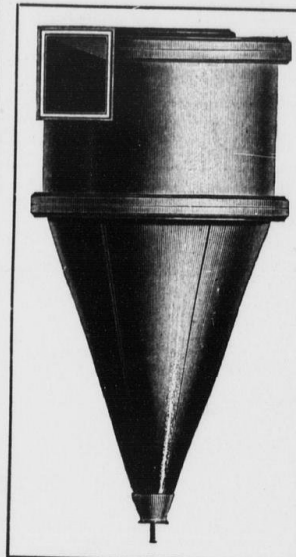
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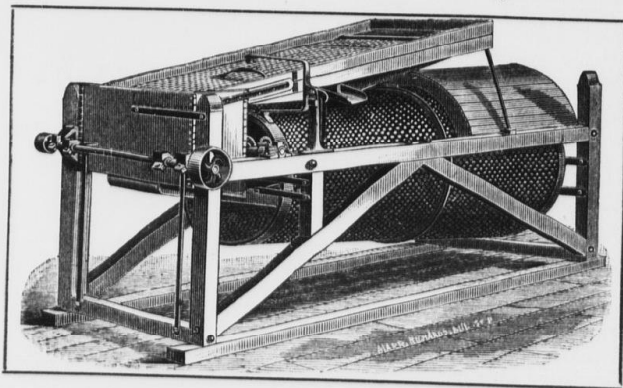
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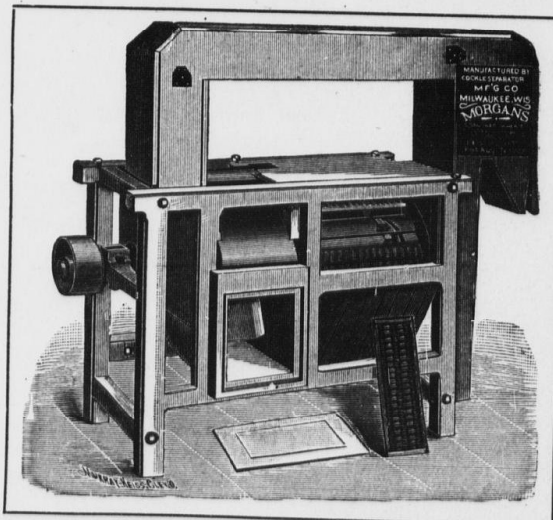
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MILWAUKEE, WIS.

PLANSIFTER MFG. CO.

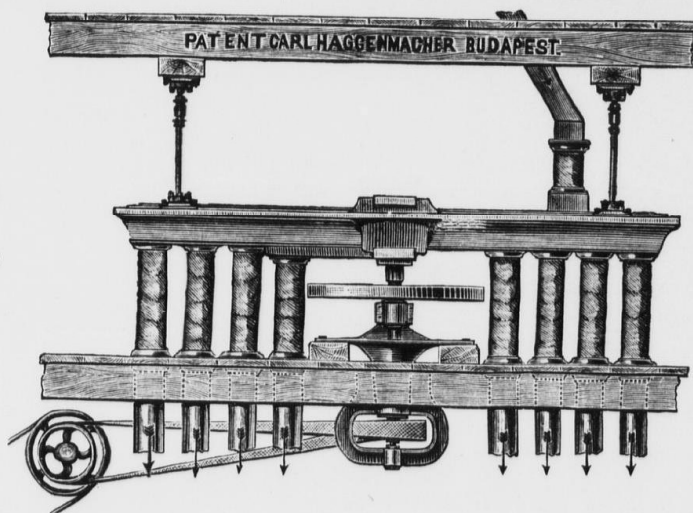
MINNEAPOLIS, MINN.

Henry Gaehler Manager (Office Berry Block)

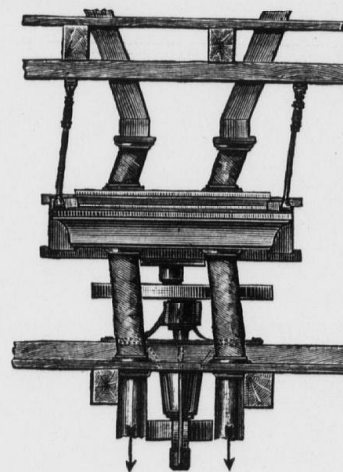
Carl Haggemachers (in Budapest Hungary) Patents

We Have The **SOLE RIGHT** To Sell The Plansifter, **CARL HAGGENMACHER'S** Patents,
In the **United States and Canada.**

1,500
Plansifters
are in use
in
Europe.



Size of the Plansifter, 12 feet long, 4 feet wide.



In Operation
at the
Pillsbury A
Mill in
Minneapolis,
J. B. A. Kern
& Sons'
Mill in
Milwaukee.

ONE SINGLE PLANSIFTER WILL HANDLE:

ONE ENTIRE MIDDINGS REDUCTION OF A MILL OF
1,000 to 1,500 BBLs. CAPACITY, grades the mid-
dlings, finishes the flour.

OR FOUR DIFFERENT MIDDINGS REDUCTIONS OF
A MILL OF 200 to 250 BBLs. CAPACITY, (grades
the middlings, finishes the flour) all at the same time.

ONE SINGLE PLANSIFTER

scalps, grades the middlings and finishes the flour of any of the breaks of a mill of 1,000 to 1,500
bbls. capacity, or, scalps, grades the middlings and finishes the flour of four different breaks of a mill
200 to 300 bbls. capacity, all at the same time.

License sold for 150 Plansifters to the **Pillsbury-Washburn Flour Mills Co., Minneapolis**

License sold for 100 Plansifters to the **Washburn-Crosby Co., Minneapolis**

License sold for 16 Plansifters to the **Humboldt Mill Co., Minneapolis**

License sold for 20 Plansifters to **Messrs. J. B. A. Kern & Sons, Milwaukee.**

The Plansifter requires **LITTLE POWER** (about one and one-half hp.) to drive, runs smooth and easy.

The Plansifter requires **LITTLE ROOM**, it does the work of 5 to 10 scalpers or reels.

The Plansifter does **BETTER WORK**, makes sharper pure flour than any other machine in the market.

The **SIEVES** of the Plansifter **KEEP PERFECTLY CLEAN** without the use of brushes.

THE PLANSIFTER DOES THE WHOLE BOLTING PROCESS.

PERFECT SUCCESS ON GERMS, BAKERS' AND LOW GRADE STOCK, either wheat or rye.

See machines at work, it is to your own interest to see them. Apply for circulars, prices and estimates.